Petition 26-PA-02

Sarasota City Plan

Transportation Chapter Update and Updates to Associated Documents

Staff Report and Recommendation

Date: April 29, 2026

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Recommendation and Motion

Staff recommends transmittal of the proposed amendment to the Florida Department of Commerce and State review agencies for review and comment, and adoption of the amendment.

Motions for the Planning Board for Application 26-PA-02

(Recommended Motion)
Move to find 26-PA-02 consistent with the *Sarasota City Plan* and recommend the City Commission approve transmittal and adoption as identified in this report,

or

Move to find 26-PA-02 inconsistent with the *Sarasota City Plan* and recommend the City Commission not transmit or adopt the amendment.

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Memorandum

To: Planning Board

From: David L. Smith, AICP, Manager of Long-Range Planning

Date: April 29, 2026

Subject: Staff Report and Recommendation for Petition Number 26-PA-02, Transportation Chapter Update and Updates to Associated Documents

This report analyzes a comprehensive plan amendment petition that proposes to update the Transportation Chapter of the *Sarasota City Plan* and also proposes updates to the Future Land Use and Capital Improvements Chapters in order to ensure consistency among the documents.

The Florida Statutes was revised in 2023 to require that comprehensive plans are now required to have at least two planning periods, one covering at least the first ten-year period occurring after the plan's adoption and one covering at least a twenty-year period. The existing Transportation Chapter was last updated in May 2017 and includes a planning horizon for the year 2030. Therefore, the existing chapter does not meet the new state requirement and must be updated.

This update to the Transportation Chapter is the first update to occur for the entire comprehensive plan. Additional chapters of the comprehensive plan will be updated over the next several years. Scheduling updates in this manner will allow for consideration of chapters in small batches, therefore, allowing for more concentrated and precise review of each chapter. Following the Transportation Chapter, amendments to the Historic Preservation, Governmental Coordination, and Recreation and Open Space Chapters will be processed later this year. The goal is to complete updates to the entire comprehensive plan prior to the next Evaluation and Appraisal which is due in December 2029.

The City Commission authorized staff to process amendments in order to update the comprehensive on January 20, 2026. Each amendment will be submitted to the Florida Department of Commerce and review agencies in accordance with the State Expedited Review Process. Therefore, the Planning Board hearing for this particular amendment is both a transmittal and adoption public hearing whereby the Planning Board provides a

recommendation to the City Commission on transmitting the amendment for state review and also final adoption.

As the Transportation Chapter is very lengthy, staff suggests the Planning Board concentrate discussion on the Plan section of the document, specifically the Goals, Objectives, and Action Strategies and the Transportation map series which are the adopted components of the Chapter. A new Support Document is included which contains information and data supporting the Plan section of the Chapter. The backup material also includes a matrix with an evaluation of the existing Goals, Objectives, and Action Strategies of the currently adopted Transportation Plan with recommendations for new and updated Goals, Objectives, and Action Strategies which are in the Plan section of the proposed Transportation Chapter. The matrix provides an explanation for proposed revisions to the Chapter.

Note that Appendix 2 in the proposed Transportation Chapter contains a public engagement summary that began in May 2025 in order to update the chapter. City transportation planners, as well as staff from the City's transportation consultant ADAES-Q, gathered public input through stakeholder listening sessions, a transportation survey, a public meeting to review the Goal and Objectives (August 21, 2025), three community Open Houses to review draft Action Strategies (October 2025), and a public meeting to review Findings and Draft Recommendations (February 3, 2026). Please see Appendix 2 for greater detail.

In addition to the Transportation Chapter, this petition also includes:

1. A revision to Future Land Use Plan Attachment 5, Concurrency Management System updating the transportation levels of service corresponding to the proposed revisions in the Transportation Chapter;
2. A revision to Capital Improvements Plan Action Strategy 1.5, Levels-of-Service updating the transportation levels of service corresponding to the proposed revisions in the Transportation Chapter; and
3. Updated population projections for the Future Land Use Support Document. The population projections are not adopted components of the plan and therefore are not the primary subject of this public hearing. The existing population projections were last updated in the Future Land Use Support Document in 2023 and are to the year 2045. The projections included with this petition extend the projections to 2055 which is the new planning horizon for the comprehensive plan. The Transportation Chapter is planned for 2055 with this amendment.

After the Planning Board holds its hearing and makes a recommendation, the City Commission will hold a transmittal public hearing followed by transmitting the proposed plan amendment to State review agencies. Once comments are received from the State review agencies after a 30-day review period, the City Commission will hold an adoption public hearing.

This report is organized into four sections. **Section 1** contains staff's analysis. **Section 2** contains the proposed Transportation Chapter update with a Plan section with Goals, Objectives, and Action Strategies and Transportation Map Series, and a Support Document section; an evaluation matrix of the existing Transportation Plan displaying text with

underline/~~strikeout~~ relative to recommendations for updates to the Transportation Plan; proposed revisions to the Future Land Use and Capital Improvements Plans updating levels of service relative to transportation displaying text with underline/~~strikeout~~ format; and revisions to the Future Land Use Support Document in underline/~~strikeout~~ format. **Section 3** contains excerpts from the application, memoranda, and public comments. **Section 4** contains the public hearing notice.

Section 1, Analysis

The Transportation Chapter of the comprehensive plan was most recently updated nine years ago in 2017. The time horizon for the current Transportation Chapter is 2030 – just four years away. Taking into account the 2023 changes to the Florida Statutes that were discussed earlier, the Transportation Chapter is due for a major update. This update proposes consistency with the recently accepted Sarasota in Motion (SiM) plan, the Multimodal Connections Plan, and the adopted 2024 Engineering Design Criteria Manual (EDCM). The proposed update identifies transitioning the city's system performance metrics from Level of Service (LOS) to volume-to-capacity (V/C) ratio and linking the performance metrics to the adopted context classification system located in the EDCM. The Transportation Chapter serves as an overall policy document while various plans such as the Multimodal Connections Plan provide for detailed implementation of programs and projects.

The Zoning Code identifies standards for review of comprehensive plan amendments. The following applies.

Sec. IV-1406. - Guidelines for review.
In reviewing an application to amend the *Sarasota City Plan*, the Planning Board and the City Commission shall consider whether the proposed amendment will:

(1) Be consistent with the relevant components of the *Sarasota City Plan*, and whether such components of the *Sarasota City Plan* should be amended to ensure internal consistency; and
(2) Establish a precedent, the cumulative effect of which would be inconsistent with the *Sarasota City Plan*.

Regarding consistency with relevant components of the Comprehensive Plan, planning staff found that no consistency issue exists between the proposed revisions to the Transportation Chapter and the other chapters of the Comprehensive Plan when the included revisions to the Future Land Use Concurrency Management System and Capital Improvements Action Strategy 1.5 are also adopted. As the city transitions from the level of service standard to the volume-to-capacity standard, revisions to the Future Land Use and Capital Improvements are necessary. The remaining chapters of the Comprehensive Plan do not have any Goals, Objectives, or Action Strategies that conflict with the proposed text revisions. Therefore, internal consistency within the Comprehensive Plan would be maintained and improved if the proposed revisions are adopted.

An updated Transportation Chapter is required by the Florida Statutes. This is the first chapter of the comprehensive plan to receive needed updates targeting the planning horizon of 2055. Other chapters will be updated during the next several years to bring those in line with the 2055-time horizon.

The term 'precedent' is not defined in the Zoning Code or Comprehensive Plan, but the Merriam-Webster online dictionary defines precedent as *"something done or said that may serve as an example or rule to authorize or justify a subsequent act of the same or an analogous kind*." The Planning Board and City Commission are required to consider

whether a proposed comprehensive plan amendment will establish a precedent, the cumulative effect of which may be inconsistent with the Comprehensive Plan.

Planning staff's opinion is that adoption of the proposed text revisions will not establish a precedent that would be inconsistent within the Comprehensive Plan. This city-initiated amendment updates the Transportation Chapter to be consistent with Florida Statutes requirements for local government comprehensive plans. After the Transportation Chapter is updated, other chapters of the comprehensive plan will also be updated as necessary in accordance with the Florida Statutes over the next several years.

Section 2, Proposed Transportation Chapter Update, Evaluation Matrix, Future Land Use and Capital Improvements Plans Revisions, and Future Land Use Support Document Revisions

Proposed Transportation Chapter Update

SARASOTA CITY PLAN

Transportation Chapter

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Key Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CIP	Capital Improvement Program
COS	City of Sarasota
CRA	Community Redevelopment Area
EDCM	Engineering Design Criteria Manual
F.S.	Florida Statutes
FDOT	Florida Department of Transportation
HIN	High Injury Network
ITS	Intelligent Transportation Systems
LOS	Level-of-Service
LRTP	Long Range Transportation Plan
MMTIF	Multimodal Transportation Impact Fee
MPO	Metropolitan Planning Organization (Sarasota-Manatee MPO)
NTA	Newtown Transportation Area
ROW	Right-of-Way
TIA	Traffic Impact Analysis
TDP	Transit Development Plan
TCEA	Transportation Concurrency Exception Area (former designation)
V/C	Volume-to-Capacity Ratio

Transportation Chapter

Overview

The Transportation Chapter of the Sarasota City Plan (Comprehensive Plan) establishes the City of Sarasota's long-range policy framework for mobility and accessibility and serves as the City's Transportation Element pursuant to Chapter 163, Part II, Florida Statutes.

The Transportation Chapter consists of two complementary components:

The Transportation Plan (Adopted)

The Transportation Plan contains the formally adopted Goal, Objectives, and Action Strategies, including the Transportation Map series, that comprise the Sarasota City Plan's policy direction for transportation. These adopted provisions establish performance expectations, implementation priorities, and regulatory guidance for mobility planning, capital programming, and development review.

Support Document (Not Adopted)

The Support Document provides the technical background, data analysis, and explanatory materials that inform and support the adopted Goal, Objectives, and Action Strategies. While it establishes the rationale and analytical foundation for the Transportation Plan, the Support Document is not adopted by ordinance and does not constitute regulatory policy within the Sarasota City Plan.

The Transportation Plan

The Transportation Plan

1. Purpose and Intent

The purpose of the Transportation Plan is to guide the development, operation, and maintenance of a safe, resilient, balanced, and financially sustainable multimodal transportation system that supports the City of Sarasota's long-term vision through the 2055 planning horizon.

This Transportation Plan establishes the policy framework for planning and managing transportation infrastructure and mobility services in a manner that:

- Enhances safety for all users, particularly vulnerable populations;
- Expands realistic transportation choices beyond single-occupant vehicles;
- Integrates transportation and land use decisions;
- Strengthens economic vitality;
- Advances climate adaptation and infrastructure resiliency; and
- Reflects sound fiscal stewardship and responsible governance.

Transportation in City of Sarasota is not solely about roadway capacity. It is about moving people safely and efficiently, preserving neighborhood character, supporting downtown vitality, protecting environmental assets, and preparing for technological change.

This Chapter incorporates and aligns with recently adopted and emerging frameworks, including Sarasota in Motion, the Engineering Design Criteria Manual (EDCM), the Multimodal Connections Plan, Sarasota-Manatee Metropolitan Planning Organization's (MPO) 2050 Long Range Plan, the Breeze Transit Development Plan, the Sarasota County Safety Action Plan, and related mobility initiatives identified during the evaluation of this chapter.

Scope

The Transportation Chapter applies to the incorporated area of the City of Sarasota and addresses the planning, design, operation, and maintenance of the multimodal transportation system serving residents, the workforce, and visitors.

The Transportation Chapter evaluates and establishes policy direction for:

- Roadways and thoroughfares
- Bicycle and pedestrian networks
- Transit services and infrastructure
- Micromobility systems
- Water-based transit infrastructure
- Freight movement

- Parking facilities
- Intelligent Transportation Systems (ITS)
- Emerging transportation and technologies
- Hurricane evacuation routes
- Transportation assets vulnerable to extreme weather events

The Chapter also addresses the essential coordination between transportation and land use decisions to ensure that growth through the 2055 horizon is supported by safe, efficient, context-sensitive, and financially feasible mobility solutions.

Florida Statutory Requirements

The Transportation Plan is adopted pursuant to the Florida Community Planning Act, Chapter 163, Part II, Florida Statutes. Section 163.3177(6)(b) requiring local governments to adopt a Transportation Plan addressing:

- Traffic circulation
- Mass transit
- Ports, aviation, and related facilities
- Multimodal systems
- Intergovernmental coordination
- Concurrency or mobility management
- Coordination of land use and transportation

The Transportation Plan:

- Establishes adopted system performance metrics and standards
- Utilizes professionally accepted methodologies for impact evaluation
- Supports multimodal transportation districts and context-based design
- Integrates transportation planning with future land use
- Coordinates with the Sarasota-Manatee Metropolitan Planning Organization (MPO), FDOT, Sarasota County, and regional partners
- Provides the framework for implementation through the Capital Improvements Chapter and Land Development Code

The Transportation Plan shall remain internally consistent with other chapters of the Sarasota City Plan and shall be updated as required by statute to reflect evolving methodologies, technologies, and state requirements.

Modernization of Transportation Performance Standards

Historically, the City evaluated transportation system performance using Level-of-Service (LOS) letter grades as part of its concurrency management framework. While LOS remains a widely recognized operational measure, it is primarily focused on

vehicular delay and can incentivize roadway widening to maintain minimum performance standards.

In a largely built-out urban transportation network such as City of Sarasota's, roadway expansion is often physically constrained, fiscally impractical, and inconsistent with adopted land use policies emphasizing infill development, redevelopment, neighborhood protection, multimodal accessibility, and context-sensitive design.

Section 163.3180, Florida Statutes, authorizes local governments to adopt alternative mobility management systems using professionally accepted methodologies. Consistent with this authority, and aligned with the Sarasota in Motion Transportation Master Plan and related adopted mobility initiatives, the City is transitioning from an LOS-based concurrency framework to a context-sensitive mobility management system that utilizes volume-to-capacity (V/C) ratios as a planning-level performance indicator.

Under this updated framework:

- Safety is prioritized over vehicular throughput
- Context classifications guide acceptable operating conditions
- Multimodal accessibility is incorporated into performance evaluation
- Operational strategies are emphasized before capacity expansion
- Financial feasibility is maintained through coordinated capital programming

As part of this update, prior Objectives and Action Strategies tied specifically to maintaining LOS letter-grade standards are removed and replaced with context-based performance standards consistent with adopted plans, the EDCM, and the City's multimodal mobility framework.

This transition reflects progress in transportation planning practice and establishes a performance system that better aligns with City of Sarasota's urban form, community values, and long-range vision through 2055.

The City's mobility management system is guided by the following principles:

Context classifications establish performance expectations	Safety is the primary performance indicator	V/C is used as a planning-level operational indicator consistent with the Concurrency and Mobility Management Framework	Multimodal and operational improvements are evaluated before capacity expansion

Relationship to Adopted Transportation Plans

The Transportation Plan consolidates and implements transportation policy direction established through plans, regulatory documents, and intergovernmental planning processes adopted or accepted since the previous comprehensive update. These documents collectively establish Sarasota's contemporary mobility framework and provide the policy foundation for the Goals, Objectives, and Action Strategies contained herein.

By incorporating these initiatives within the Sarasota City Plan, the City establishes a cohesive and internally consistent transportation policy structure for the 2055 planning horizon.

City-Adopted Transportation Policy Plans

The following plans establish local mobility policy direction:

- Sarasota in Motion – Transportation Master Plan
- Multimodal Connections Plan
- Sarasota County Safety Action Plan
- Traffic Calming Plan
- Downtown Master Plan

These plans emphasize safety, multimodal accessibility, neighborhood protection, neighborhood reinvestment, economic vitality, and climate resilience. Their directives are incorporated into the Transportation Plan through performance standards, mobility management practices, capital prioritization criteria, and redevelopment-supportive strategies.

Implementing Regulatory and Programmatic Frameworks

The following adopted documents and programs implement the Action Strategies of this Transportation Plan:

- EDCM, which establishes context classifications, modal hierarchy, and multimodal design standards;
- Multimodal Transportation Impact Fee (MMTIF) Program, which provides proportionate mitigation of development-related transportation impacts; and
- The Capital Improvements Program (CIP), which ensures financial feasibility and phased implementation of transportation improvements.

Regional Transportation Coordination

The City coordinates with the Sarasota-Manatee MPO to maintain consistency with regionally adopted transportation planning documents, including the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). This

coordination supports financial feasibility, modeling consistency, and continued eligibility for state and federal transportation funding.

Organization of the Transportation Plan

The Transportation Plan consists of:

- One primary Goal establishing the City's long-term transportation vision, with supporting subgoals;
- Objectives organized around core focus areas; and
- Action Strategies identifying implementation mechanisms.

Based on the recent evaluation and restructuring of the Transportation Chapter, the Transportation Plan is organized around five focus areas:

Growth and Changing Travel Patterns

- Transportation System Performance
- Transportation Planning Tools
- Redevelopment Area Mobility Strategies

Enhancing Quality of Life and Safe, Accessible Mobility

- Safety for All Road Users
- Neighborhood Protection and Traffic Calming
- ADA Compliance and Universal Accessibility

Recognizing and Providing Diverse Transportation Choices

- Multimodal Transportation (transit, bicycle, pedestrian, micromobility)
- Emerging and Alternative Mobility (autonomous vehicles, mobility on demand, water transit, air mobility)
- Parking and Demand Management

Reducing Impacts from Extreme Weather and Coordinating with Land Use

- Resilient Infrastructure Design
- Context Classification and EDCM Integration
- Hurricane Evacuation Coordination
- Vulnerable Transportation Asset Prioritization

Improving Economic Vitality

- Downtown Master Plan
- Trail-Oriented Development
- Parking Management and Business Access

Implementation of the Sarasota City Plan

Implementation of the Transportation Plan requires coordinated action by:

- City departments;
- Private development applicants;
- Regional and state agencies;
- The Metropolitan Planning Organization;
- Transit providers; and
- Community stakeholders.

Implementation mechanisms include:

- The Capital Improvements Program;
- The Multimodal Transportation Impact Fee;
- Transportation impact analysis and concurrency review;
- Context classifications within the EDCM;
- Land Development Code requirements (including sidewalk and connectivity standards);
- Grant funding and intergovernmental agreements;
- Data-driven performance monitoring consistent with Smart City initiatives.

Applicants seeking development approvals must demonstrate consistency with adopted performance standards and shall provide proportionate mitigation where applicable, consistent with Florida Statutes.

2. Goal, Objectives, and Action Strategies

The Goal, Objectives, and Action Strategies for the Transportation Chapter are presented under separate cover as part of the proposed Sarasota City Plan amendment. Upon adoption, the final approved text will be inserted in this section.

Goal

It shall be the goal of the City of Sarasota to develop and maintain a safe, convenient, balanced and efficient multimodal transportation system which:

- Takes action to respond to growth and changes that affect travel patterns and impact the transportation system,
- Enhances the quality of life for everyone by promoting safe, efficient, connected, and accessible mobility for all people,
- Recognizes and provides diverse transportation choices,
- Reduces impacts from extreme weather events and helps the system adapt,
- Coordinates with future land use plans of the City and adjacent jurisdictions, and
- Maintains the economic viability of the City's businesses, and, improves the economic vitality of the City.

Objectives and Action Strategies

Objective 1: Transportation System Performance

The City shall provide a safe, convenient, balanced, and efficient multimodal transportation system. It has acceptable performance metrics for all transportation modes. These metrics shall sustain the City's natural, aesthetic, social and economic resources. All while ensuring the regular maintenance and modernization of transportation infrastructure to improve safety, resiliency, and user experience.

Application of System Performance Framework:
The Transportation System Performance Action Strategies are implemented using the context-based performance targets and solution sets identified in Table T-1, Context-Based V/C Performance Targets and Implementation Strategies. The table provides planning-level performance expectations by Sarasota context classification and identifies appropriate multimodal, operational, safety, and demand management strategies. When corridors approach or exceed the planning-level V/C targets identified in Table T-1, the corresponding Action Strategies shall be used to guide evaluation, prioritization, and implementation of improvements.

Action Strategies

1.1 Apply Sarasota Context Classifications: The City shall use the Sarasota context classifications adopted in the Engineering Design Criteria Manual to establish planning-level transportation system performance expectations for City-owned streets.

1.2 Use V/C as a Planning Indicator: The City shall use V/C ratios as a planning-level indicator of system performance and evaluate them alongside safety, multimodal access, transit reliability, and land use context.

1.3 Manage Performance in a Largely Built-Out Environment: The City shall manage transportation system performance within the constraints of its largely built-out environment by implementing multimodal, operational, safety, and transportation demand management solutions within existing public right-of-way, as roadway widening and the addition of general-purpose lanes are not feasible.

1.4 Development Impacts on Over-Capacity Corridors: When a proposed development is located on or directly impacts a roadway segment that is operating above a V/C ratio of 1.00 under existing conditions, the City shall evaluate the development's incremental transportation impact. If the proposed development would further degrade operations beyond the established existing condition, the applicant shall implement reasonable and proportionate multimodal, operational, safety, or demand management measures to avoid worsening the existing V/C condition. The pre-development baseline shall be defined as the documented existing condition V/C ratio prior to project approval and shall not require full remediation of existing congestion.

1.5 Allow Voluntary Private-Site Contributions: Where feasible, developers may voluntarily implement complementary improvements on private property to support site access, internal circulation, multimodal connectivity, or demand management. Such voluntary improvements shall be separate from the City's adopted multimodal transportation impact fee.

1.6 Prioritize Multimodal Strategies in Urban Contexts: When corridors in Downtown Core, Urban Village, or Urban General, as established by the Engineering Design Criteria Manual's contexts approach or exceed the planning-level performance targets identified in Table T-1, multimodal strategies shall be prioritized consistent with the applicable context classification.

1.7 Implement Operational Improvements Before Capacity Changes: Transportation performance issues identified through the context-based performance framework in Table T-1 shall be addressed through operational strategies such as signal timing and coordination, access

management, turn-lane optimization within existing right-of-way, and curb management before considering any changes to lane configuration.

1.8 Integrate Safety into Performance Decisions: Corridors exceeding planning-level performance targets identified in Table T-1 shall be evaluated for crash history, with priority given to safety improvements that reduce severe crashes and support reducing fatalities and serious injuries on roadways within the City.

1.9 Support Transit Reliability: The City shall coordinate with transit providers and regional partners to improve transit reliability and travel time through stop enhancements, signal priority, and corridor-level operational improvements.

1.10 Apply Demand Management in Activity Centers: In Downtown Core and Urban Village contexts, as established in the Engineering Design Criteria Manual, the City shall support transportation demand management strategies, shared mobility options, and site design practices that reduce peak-period vehicle demand.

1.11 Special District Conditions: In Special Districts, transportation system performance strategies should be tailored to address unique conditions such as environmental sensitivity, seasonal demand, evacuation needs, and multimodal access requirements.

1.12 Construction Staging: The City shall carefully monitor the impact of development construction upon transportation mobility and coordinate with developers to minimize impacts to transportation based on the modal hierarchy, as established in the Engineering Design Criteria Manual. When appropriate, the City shall require a construction staging plan to address these impacts.

1.13 Construction Staging Plans: Through the permitting process, the City shall require developers whose projects impede the flow of through traffic for a significant period of time to provide a specific plan for mitigating the congestion caused during the construction period. Multiple projects should be staged so as not to cause simultaneous delays.

1.14 Transportation Asset Maintenance: The City shall prioritize the maintenance and modernization of existing transportation infrastructure to ensure safety, reliability, and efficiency across all modes. Maintenance programs should emphasize preservation of current assets to extend service life and reduce long-term costs.

1.15 Multimodal Enhancements and System Balance: The City shall integrate multimodal improvements into maintenance and modernization projects to create a balanced transportation system. Emphasis shall be placed on reinvestment in existing corridors rather than the construction of new roadways.

1.16 Multimodal Capital Funding Alignment: The City shall prioritize capital improvement projects eligible for Multi Modal Transportation Impact Fee (MMTIF) funding that expand multimodal capacity and improve safety, accessibility, and system performance.

1.17 MMTIF Implementation and Funding Coordination: The City shall coordinate the use of Multi Modal Transportation Impact Fee (MMTIF) revenues to implement the goals, objectives, and performance metrics established in the Transportation Master Plan. MMTIF revenues collected within City limits may be used for qualifying projects throughout the City, consistent with adopted plans and programs outlined in the MMTIF Update Study.

1.18 Balanced Multimodal Investment: The City shall ensure that Multi Modal Transportation Impact Fee (MMTIF) revenues are invested in a balanced manner across the City, with priority given to areas that demonstrate transportation accessibility needs, redevelopment potential, or affordability objectives.

1.19 Affordable Housing Coordination: The City should seek opportunities to align and coordinate Multi Modal Transportation Impact Fee (MMTIF) policies with affordable housing programs to identify approaches that support balanced mobility and sustainable development outcomes.

Table T - 1: Context-Based V/C Performance Targets and Implementation Strategies

This table operationalizes the Transportation System Performance Action Strategies by defining context-based performance targets, attributed LOS, and appropriate solution types for City-owned streets.

Sarasota Context Classification	Description (per EDCM)	Planning V/C Target	Maximum Allowable V/C	Primary Performance Solutions (Within Existing ROW unless noted)
Downtown Core (C5 Urban Center)	Highest-density mixed-use core; critical transportation network; highly constrained ROW	0.85–0.95	1.00	Transit priority, curbside management, pedestrian priority zones, micromobility facilities, signal optimization, speed

				management, and TDM.
Urban Village (C5 Urban Center)	Compact mixed-use nodes outside Downtown; walkable commercial streets	0.80–0.90	0.95	Enhanced transit stops, protected bicycle facilities, access management, pedestrian crossings, traffic calming, curb management, and TDM.
Urban General Commercial / Mixed Use (C4)	Urban grid; commercial frontage; connector streets	0.75–0.85	0.90	Protected bikeways, signal coordination, intersection safety improvements, pedestrian upgrades, driveway consolidation.
Urban General Residential (C4)	Gridded residential neighborhoods	0.75–0.85	0.90	Traffic calming, sidewalk connectivity, safe crossings, neighborhood bikeways, speed management.
Suburban Commercial & Industrial (C3C)	Large lots; employment and industrial uses	0.70–0.80	0.85	Intersection operational improvements, transit access upgrades, pedestrian safety improvements, freight accommodations

				within existing lanes.
Suburban Residential (C3R)	Low-density residential; disconnected networks	0.70–0.80	0.85	Neighborhood traffic calming, sidewalk infill, bicycle connectivity, safe routes to schools and parks.
Special District	Unique conditions such as waterfronts, barrier islands, campuses, environmental constraints	Context-specific	Context-specific	Multimodal access, environmental protection, seasonal demand management, evacuation coordination, safety-focused design.

Note: Because the City of Sarasota is almost built out, roadway widening and the addition of general-purpose lanes are not feasible. Transportation system performance shall be managed through multimodal, operational, safety, and transportation demand management strategies implemented within existing public right-of-way. Developers may voluntarily implement complementary improvements within private property, where feasible, to support site access, internal circulation, multimodal connectivity, or demand management. Such voluntary improvements are separate from the City's adopted multimodal impact fee unless otherwise addressed through an approved fee credit agreement.

Objective 2: Transportation Planning

The City shall maintain, update, and implement its transportation-related plans to guide the development of a connected, accessible, and multimodal transportation network. These plans shall be coordinated to improve mobility, enhance streetscapes, and support safe, efficient, and context-sensitive transportation solutions citywide.

Action Strategies

2.1 Plan Integration and Decision Framework: The City shall use the Transportation Chapter as the policy framework to guide and align the Transportation Master Plan, Multimodal Connections Plan, Downtown

Master Plan, Engineering Design Criteria Manual and Capital Improvement Program. When policies overlap, the Transportation Chapter shall establish the guiding intent, with implementing plans providing project-level detail and prioritization.

2.2 Multimodal Connections Plan: Development shall be encouraged to improve mobility in order to create a more connected and accessible city as determined by the Multimodal Connections Plan.

2.3 Transit Oriented Development (TOD) Overlay District: The City shall conduct a feasibility study to integrate transit-oriented development (TOD) principles into existing overlay districts along established transit corridors. The study shall focus on areas served by existing and planned transit service rather than defining new transit alignments. TOD principles shall align with the Engineering Design Criteria Manual and coordinate infrastructure investments that support multimodal connectivity.

2.4 Transportation Master Plan: The City shall update and implement transportation related activities as established in the currently adopted plan. Based on this plan, the City and developers shall improve transportation and mobility in order to create a more multimodal, connected, and accessible City.

2.5 Capital Improvement Program (CIP): In prioritizing CIP projects, the City shall be consistent with the performance metrics set forth in the Transportation Master Plan.

2.6 Public Involvement: Public involvement shall be ensured during the planning and preliminary design for roadway projects.

Objective 3: Newtown Transportation Area (NTA)

This area shall promote infill development and redevelopment through the planning and implementation of efficient transportation systems. The City shall coordinate land use and transportation on an areawide basis using multimodal opportunities where appropriate. Refer to illustration T-09 - Newtown Transportation Area.

Action Strategies

3.1 Infill and Redevelopment: Within the NTA, the City shall encourage infill and redevelopment which are supportive of mobility alternatives including walking, bicycling, transit, and demand management strategies.

3.2 Transit-Oriented Land Uses: The City shall encourage transit-oriented development along corridors to further advance the implementation of the Newtown Redevelopment Plan.

3.3 NTA Capital Improvements Program: Every year the City should update the Capital Improvements Program (CIP) which identifies needed improvements within the NTA.

3.4 Parking: The City shall examine parking in order to determine the following:

- The necessity for park and ride locations or development in coordination with transit.
- Future on-site parking requirements.
- The need for the enhancement of on-street or off-street parking facilities.
- Employer-sponsored transportation demand management programs.

3.5 Breeze Transit Coordination: The City shall continue to ensure that transit services within the NTA maximize mobility and reflects routes which serve to facilitate movement through as well as within NTA with a particular emphasis on routes that service the area as a destination.

3.6 Transit Level-of-Service: Within the NTA, the City shall encourage Breeze Transit to operate all routes within the NTA at 30-minute headways or better. Breeze Transit shall also be requested to continue the evening and Sunday services within the NTA boundaries.

3.7 Multimodal Connectivity: The City shall examine the connection of major traffic generators, transit stops and areas of density with an interconnected system of sidewalks, bicycle paths routes, lanes and multi-use trails and shall make improvements, where feasible, that support viable, multiple alternative travel paths or modes.

3.8 Neighborhood Protection: The City shall resist further fragmentation of the Newtown neighborhood by preserving the street network except in cases where there is proof of conclusive local and regional need.

3.9 Historic Preservation: The City shall strive to preserve the historic character and qualities of the Newtown Area.

Objective 4: Improve Safety for All Road Users

The City shall reduce traffic-related serious injuries and fatalities by designing safe streets and focusing operations on vulnerable users first.

Action Strategies

4.1 Pedestrian Intersections Features: The City shall improve connections between residential and non-residential land uses shall be improved through the creation of pedestrian intersections consistent with the standards set forth in the Engineering Design Criteria Manual, including high-emphasis crosswalks, leading pedestrian intervals, and appropriate pedestrian wait times.

4.2 Sidewalks to Bus Stops and Bus Shelters: The City shall continue to coordinate with Sarasota County Breeze Transit for improved pedestrian access to bus stops and bus shelters. The City shall require all developments through the development review process to construct bus shelters where there is an existing Breeze Transit bus stop abutting the project or if there is a bus stop within five hundred feet (500 ft.) from the project or a proposed future bus stop by Breeze Transit. Existing bus shelters shall be restored if compromised or degraded by adjacent construction or redevelopment activity.

4.3 Pedestrian/Bicycle Access: All requests for development approval shall provide for safe and convenient pedestrian and bicycle access particularly between residential development and adjacent or nearby schools, neighborhood centers, transit stops, parks, bike pathways, and commercial and office development.

4.4 Shared Streets: The City shall implement Shared Streets, where appropriate, following the guidance set forth in the Engineering Design Criteria Manual, to slow vehicle speeds, prioritize pedestrians and cyclists, and improve safety for vulnerable road users. Refer to Illustration T-15 – Shared & Yield Street Eligibility.

4.5 Emergency Vehicles: Emergency vehicle access shall be evaluated during any modification of the transportation system, including access to parcels and the design and construction of roads and traffic mitigation calming measures.

4.6 Target Speed Application: Target speed and design speed shall be the same. A street shall encourage an actual operating speed at the target speed. Target speed shall be set in accordance with the Engineering Design Criteria Manual.

Objective 5: Increased Use, Safety, and Convenience of Pedestrian and Bicycle Networks

The City shall increase the use, safety, and convenience of its pedestrian and bicycle networks through the City including links to schools, recreational facilities, bus stops, and downtown.

Action Strategies

5.1 Sidewalks: The City shall continue to identify and pursue supplemental funding to expand its local sidewalk construction program, with priority given to addressing gaps in the sidewalk network and retrofitting existing non-compliant sidewalks to meet accessibility standards.

5.2 **Pedestrian Connectivity:** The City shall consider pedestrian needs when designing road corridors and intersections, particularly pedestrian facilities that connect neighborhoods to essential services, schools, parks, and transit facilities.

5.3 **Sidewalk Requirements in Development:** All new development, including single-family residential, shall provide sidewalks to enhance neighborhood walkability and to improve access to essential services, schools, parks, and transit facilities.

5.4 **Encouragement of Bicycle Use:** The City shall seek designation as a "Bicycle Friendly Community" by the League of American Bicyclists. The following actions may be taken by the City in order to achieve this goal:

- Improving data collection in order to determine the current level of bicycle use (e.g. percent of trips) in the City.
- Involving the local cycling community in identifying maintenance needs and ongoing improvements.
- Establishing information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor, etc.).
- Encouraging bicycle use among City employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).
- Ensuring all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community.
- Developing special programs to encourage bicycle use in areas of the City where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.

5.5 **Off-Road Paths and Bridges:** The City shall continue to identify opportunities for hiking and recreational walking via off-road pathways and pedestrian bridges.

5.6 **Greenways and Trails:** The City shall coordinate with local civic groups, continue to identify ideal rights-of-way for greenways and trails within the City. The City shall coordinate with surrounding jurisdictions to identify opportunities to connect to established greenways and trails at the City limits.

5.7 Crosswalks: The City shall continue to complete the gaps in crosswalks running perpendicular to major thoroughfare network.

5.8 Pedestrian Continuity: The City shall limit the number and width of curb cuts and vehicular crossings over sidewalks to maximize the continuity of pedestrian movement.

5.9 Bicycle Lanes: The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes, consistent with the standards in the City's Engineering Design Criteria Manual. Provision of bicycle lanes shall be a design priority for all thoroughfare roads in the City, in keeping with its policy of implementing context-sensitive solutions.

5.10 Bicycle Facility Connectivity: The City shall pursue opportunities to complete connections between existing bicycle facilities as part of all future transportation improvements and plans, in order to create a safe, continuous, and accessible bicycle network.

5.11 Level of Stress for Bicycle and Pedestrian: The City shall explore the level of stress for bicycle and pedestrians as part of a future plan.

5.12 Trail Oriented Development: The City shall encourage development and redevelopment adjacent to multi-use trails to provide safe and direct connections, support mixed-use and pedestrian-friendly design, and enhance access to schools, parks, essential services, and transit facilities. Development proposals adjacent to existing or planned trails should integrate trail access into site design and provide connections to new and future trails identified in the City's Capital Improvement Program (CIP) and Multimodal Connections Plan, in order to strengthen the overall pedestrian and bicycle network. Refer to Illustration T-16 – Trail-Oriented Development (TrOD) Parcels.

5.13 Transit Oriented Development Access: The City shall encourage development and redevelopment adjacent to existing and planned transit corridors to provide safe and direct access to transit facilities, support mixed-use and pedestrian-friendly design, and enhance connections to surrounding neighborhoods, employment centers, and essential services. Development proposals located along transit routes shall integrate transit access into site design and coordinate with the City's Transportation Master Plan and Sarasota County's Transit Development Plan (TDP) to strengthen multimodal connectivity across the transportation network.

5.14 Yield Streets: The City should implement yield streets in low-volume, low-speed areas to support safe, multimodal travel and calm traffic. Yield streets may be applied on local streets, particularly near residential land

uses, where narrower travel zones can improve safety and balance access for pedestrians, bicyclists, and drivers, consistent with the standards set forth in the Engineering Design Criteria Manual. Refer to Illustration T-15 – Shared & Yield Street Eligibility.

Objective 6: A Transportation System to Enhance and Preserve City Neighborhoods

The City shall develop a system of context-sensitive streets in order to preserve and enhance the character, safety, and livability of the City's neighborhoods.

Action Strategies

6.1 **Standards for Neighborhood Protection:** The City shall continue to improve its standards for protecting neighborhoods to minimize impacts from traffic intrusion.

6.2 **Traffic Calming:** The City shall maintain safe and viable neighborhoods and discourage speeding through City neighborhood streets.

6.3 **Aesthetics and Landscaped Medians:** The City shall provide for the aesthetic treatment of road corridors during the design process. Where adequate right-of-way exists or can be acquired, landscaped medians shall be the preferred center component of road cross-sections. When major new public facilities are planned, their design shall be aesthetically compatible with the surrounding area, whenever practical.

6.4 **Access Management and Local Side Streets:** The City shall recommend, through the site development approval process, access management techniques consistent with the Engineering Design Criteria Manual to discourage neighborhood cut-through traffic. These techniques should allow limited access for local residents while minimizing business-related traffic on local streets.

6.5 **Neighborhood Speed Program:** The City shall develop a program to educate residents about the importance of abiding by the speed limit while driving in the city.

6.6 **Context-Sensitive Design:** All roadway improvement projects shall incorporate context-sensitive design principles consistent with the roadway's designated Context Classification, as defined in the Engineering Design Criteria Manual.

6.7 **Integrity of the Grid Pattern:** The City shall maintain and improve the integrity of the street grid pattern. Closing of local streets shall not be initiated by the City.

6.8 **Private Streets:** The City shall promote local street connectivity by discouraging private and gated streets.

Objective 7: Multimodal Transportation

The City shall continue to support and promote multiple modes of transportation. In coordination with other units of local government and the private sector, the modes include accessible mass transit, bicycle lanes, and pedestrian pathways throughout the City.

Action Strategies

7.1 Aviation: Aviation facilities and services shall continue to be provided by the Sarasota-Manatee Airport Authority.

7.2 Transportation Demand Management (TDM): The City shall promote and implement Transportation Demand Management (TDM) strategies to reduce reliance on single-occupancy vehicles, support mode shift toward sustainable transportation options, and improve overall mobility and air quality.

7.3 Transportation Demand Management Bonuses: The City should consider reducing parking requirements in the Zoning Code for development that:

- falls within a Transit Overlay District
- implements the Downtown Parking Study adopted recommendations; and/or
- demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.

7.4 TDM Strategies for Large Employers or Generators: The City, in cooperation with Sarasota County and the Florida Department of Transportation District 1, shall require businesses that generate more than 50 employee trips during the PM peak hour to implement transportation demand management (TDM) strategies in order to maintain acceptable V/C ratios on adjacent roadways.

7.5 Multimodal Connectivity: The City shall examine the connection of major traffic generators, transit stops and areas of density with an interconnected system of sidewalks, bicycle paths routes, lanes and multi-use trails and shall make improvements, where feasible, that support viable, multiple alternative travel paths or modes.

7.6 Commuter Services: The City shall promote the creation and use of employer-based commuting programs which offer incentives to employees who choose to travel to work by some other means other than a single occupant vehicle. Commuter services programs shall be mandatory for businesses that generate more than 50 employee trips in the pm peak hour. These programs can include strategies such as carpooling, van pooling, offering transit passes to employees, special parking places for bicycles and high occupancy vehicles and many others. New computerized monitoring systems could be a way to monitor participation in commuter services program.

7.7 Downtown Bus Routes: The City shall coordinate with Sarasota County Breeze Transit to maintain existing bus routes and plan future routes that continue to serve downtown businesses and residential neighborhoods.

7.8 Easement Dedication on Transit Corridors: Development proposals for sites adjacent to transit routes (as shown in Illustration T-14) shall, at minimum, dedicate a public easement for transit use and construct a concrete boarding pad and shelter in accordance with ADA requirements and transit agency design standards. Developments on parcels smaller than ½ acre may request an exemption from this requirement. Additionally, if an existing bus shelter and pad are located within ¼ mile of the proposed development site on the same side of the arterial roadway, the applicant may also request an exemption from the easement dedication and construction requirement.

7.9 Seaports: Seaport services shall continue to be provided by existing regional ports, including Port Manatee and the Port of Tampa.

7.10 Sarasota County Breeze Transit: The City shall, in conjunction with Sarasota County, support Breeze Transit in continuing to provide bus service at a level that meets the City of Sarasota's needs.

7.11 Micromobility Usage: The City shall support and regulate the use of micromobility options, such as bicycles, e-bikes, and e-scooters, to enhance first- and last-mile connectivity, improve access to transit, and expand sustainable travel choices. Micromobility infrastructure and operations shall be consistent with the City's Transportation Master Plan and applicable safety standards.

Objective 8: Emerging and Alternative Mobility

The City shall plan for, pilot, and integrate innovative transportation technologies and services by developing appropriate policies, regulations, and infrastructure that enhances safety, connectivity, and accessibility.

Action Strategies

8.1 Transportation Systems Management and Operations (TSM&O): The City shall implement Transportation Systems Management and Operations (TSM&O) strategies to enhance safety, improve multimodal system efficiency, and reduce congestion without expanding roadway capacity.

8.2 New Mobility Policy Implementation: The City shall develop and adopt a new mobility policy to guide the permitting, regulation, and procurement of emerging transportation services and shared mobility systems, in a manner that supports the City's transportation values and mobility vision.

8.3 Technology Integration and Performance Monitoring: The City shall establish procedures to evaluate and integrate transportation

technologies and services consistent with approved performance metrics, ensuring that new mobility options advance safety, accessibility, and sustainability goals.

8.4 **Partnership and Enforcement Framework:** The City shall create a framework to coordinate with private mobility providers and regional partners to ensure compliance with City policies, manage curbside and right-of-way use, and enforce operational standards for emerging transportation services and shared mobility systems.

8.5 **Passenger Rail:** If a passenger rail system is funded and constructed by the State or private entities, the City encourages the development of rail facilities serving Sarasota County. Commuter and Light rail services, to tie in with adjacent Counties regional rail system, shall be encouraged as a means of transporting passengers and freight. Refer to Illustration T-17 – Activity Centers & Potential Light Rail Hubs.

8.6 **Air Mobility:** The City shall consider evaluating locations and updating the Zoning Code to support Advanced Air Mobility and provide support for next-generation transport

8.7 **Water Transit System:** The City shall continue its efforts to obtain funding for the water transit system. The water transit system will connect the downtown area to the barrier islands and other high traffic generators on Sarasota Bay.

8.8 **Water Transit Infrastructure:** The City shall identify, preserve, and develop infrastructure to support water-based transit services, including docks, terminals, and multimodal connections, to expand mobility options and reduce roadway congestion. Refer to Illustration T-18 – Water Transit Docks.

8.9 **Microtransit Services:** The City shall explore and implement microtransit services to enhance first- and last-mile connectivity, improve access to key destinations, and complement existing multimodal network. Coordination with Sarasota County Breeze Transit and regional partners shall be pursued to ensure service integration and operational efficiency.

Objective 9: A Transportation System Coordinated with Land Use

The City shall follow the Context Classifications set forth in the Engineering Design Criteria Manual in order to maintain and improve transportation mobility. Context Classifications were developed using the existing Land Use Map while considering the Future Land Use Map.

Action Strategies

9.1 **Design:** The design and construction of all roads shall be consistent with the provisions of the Engineering Design Criteria Manual.

9.2 **Access to City and County Streets:** The City shall control vehicular access onto City and County streets through the Zoning Code, Engineering Design Criteria Manual, and Sarasota County access management requirements and the review of site plans in order to reduce existing or potential congestion and safety problems.

9.3 **Shared Access:** The City shall encourage all new developments to provide shared access, joint access, and cross access between parcels through the site plan review process to encourage access management techniques and help reduce curb cuts on thoroughfare roads.

9.4 **Protection of Existing Rights-of-Way or Easements:** The City shall not vacate any public rights-of-way or easements unless they are not in use, provide no public benefit, or are not in the best interest of the City to retain for future use.

9.5 **Access:** All development shall comply with the provisions of the Engineering Design Criteria Manual pertaining to intersections and driveways. As it relates to access, location and size shall be evaluated to address safety concerns and reduce conflicts. On-site traffic flow and parking shall be addressed in the City's Zoning Code.

9.6 **Encroachments in the Public Rights-of-Way:** The City shall regulate encroachments in the public rights-of-way. No encroachment is permitted unless allowed by the Florida Building Code and authorized through a written agreement with the City. Such agreements must outline the terms and conditions under which encroachment is allowed. Public rights-of-way must remain free from structures or obstructions without proper legal approval.

9.7 **Setbacks from Public Right-of-Way:** The City shall encourage a minimum two-foot setback from the public right-of-way in urban contexts to reduce constraints within the public realm and improve pedestrian comfort and accessibility.

9.8 **Rights-of-Way Dedication:** When there is a change in land use and a proposed street cross section illustrating the need for the additional ROW, the City shall request dedication of right-of-way from development.

9.9 **Narrow Right-of-Way Improvement:** When the adjacent right-of-way is 30 feet or less in width, the developer may improve the entire right-of-way to meet the standards established in the Engineering Design Criteria Manual.

9.10 **Streetscaping:** All roadway improvement projects shall include streetscaping plans that can add to the City's urban tree canopy and reduces the urban heat island effect.

9.11 **Context Classification Update:** The City shall regularly review and update the Context Classifications within the Engineering Design

Criteria Manual to reflect changes in existing and future land use. As new development is approved in areas with unimproved right-of-way, the Context Classification Map shall be updated simultaneously with site plan approval.

9.12 **Acquisition on One Side Only:** To avoid intrusion into neighborhoods, when property acquisition is required the roadway centerline should be shifted to acquire residential lots on one side only, where feasible, and buffers should be created to protect the neighborhood on the opposite side.

9.13 **Land Acquisition for Future Transportation Needs:** The City shall identify and acquire land, as feasible, for future transportation needs. Land can be used for additional right-of way as it relates to projects or to support the transportation system.

9.14 **One-way Streets:** One-way streets shall not be allowed unless determined by the City Engineer to be desirable, as they tend to:

a. increase speeds and volumes;
b. compatible with transportation modes;
c. isolate neighborhoods; and,
d. discourage pedestrian and bicycle travel.

9.15 **Thoroughfare Plan:** The City shall coordinate with the Florida Department of Transportation (FDOT) and other agencies to update the Thoroughfare Plan to ensure consistency with local, regional, and state transportation priorities. Refer to Illustration T-01 – Thoroughfare Plan.

9.16 **Effects of Future Land Use Changes on V/C:** The City shall assess the impacts of land use changes on roadway, bicycle, pedestrian, and transit V/C ratio using the latest adopted performance standards to ensure that development decisions support a balanced and efficient transportation system.

Objective 10: Coordination of Transportation Plans with Other Agencies

The City shall continue to coordinate with the state, regional, and local agencies on transportation plans and programs.

Action Strategies

10.1 **Joint Planning and Coordination:** The City shall develop the Thoroughfare Plan and the Capital Improvement Program in coordination with the plans of the Florida Department of Transportation, the Sarasota/Manatee Metropolitan Planning Organization (MPO), Sarasota County Breeze Transit, Sarasota and Manatee Counties, and the Town of Longboat Key.

10.2 **Metropolitan Planning Organization (MPO):** The City Commission shall appoint representatives to serve on the MPO Board. In addition,

City staff representatives will serve on the MPO Technical Advisory Committee. Those members will participate in the appropriate sub-committees needed to implement the City's Transportation Plan as well as to ensure coordination with the County and surrounding jurisdictions.

10.3 **Transportation Coordination:** City staff shall meet with the Sarasota County staff as needed to discuss common issues, including the status of projects in both jurisdictions' Capital Improvements Programs.

10.4 **Project Programming:** The City, through participation in the Metropolitan Planning Organization (MPO), shall continuously coordinate transportation improvements, including those in its Capital Improvements Program, with MPO's Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

10.5 **Tamiami Trail Scenic Highway:** The City should maintain its membership in the Corridor Management Entity of the Tamiami Trail Scenic Highway to promote, protect, and improve the intrinsic resources of the Tamiami Trail Scenic Highway in accordance with the adopted Corridor Management Plan.

10.6 **Scenic Highway Grants:** The City shall encourage, support, and sponsor grant applications associated with the Florida Scenic Highway Designation of Tamiami Trail.

10.7 **Coordinated System of Concurrency Management:** The City shall continue to work with adjacent jurisdictions to develop procedures to assess and mitigate transportation-related development impacts across jurisdictional boundaries.

10.8 **Multimodal Coordination:** The City shall work with adjacent jurisdictions to coordinate regional interconnection of bicycle, transit and pedestrian facilities.

10.9 **Sarasota County Breeze Transit Future Planning**: The City shall work with and support Breeze Transit in its efforts to seek federal funding for transit as well as in other future planning and improvements.

10.10 **TOD and Transit Coordination:** In coordination with Sarasota County Breeze Transit, the City shall use TOD principles to inform discussions on service planning, stop locations, first- and last-mile connections, and potential pilot services within areas that demonstrate supportive land use patterns and multimodal access.

10.11 **Simultaneous Construction Delays:** The City shall provide adequate detours to ensure traffic flow in order to avoid simultaneous construction delays on parallel facilities in conjunction with the Florida Department of Transportation (FDOT) and Sarasota County.

10.12 **Hurricane Evacuation Coordination:** The City shall coordinate with state, regional, and local agencies to ensure transportation plans and programs support efficient hurricane evacuation operations.

Evacuation routes and procedures shall be reviewed in coordination with the Sarasota-Manatee Metropolitan Planning Organization (MPO), Sarasota County Emergency Management, and the Florida Department of Transportation (FDOT) to maintain safe and timely evacuation for all residents during major storm events.

10.13 **Vulnerable Transportation Asset Prioritization:** The City shall collaborate with state, regional, and local partners to identify and prioritize transportation assets that are most vulnerable to coastal flooding, storm surge, and other severe weather impacts. Identified assets shall be incorporated into future transportation planning and funding programs to guide maintenance, retrofitting, and recovery efforts.

10.14 **Resilient Infrastructure Design:** The City shall ensure that new and reconstructed transportation facilities located near coastal areas are designed and constructed using the Engineering Design Criteria Manual and best practices for resiliency and climate adaptation. This includes incorporating elevation, drainage, and material standards that reduce vulnerability and enhance long-term performance during heavy weather events.

Objective 11: Downtown Master Plan

The City shall support the implementation of transportation elements within the Downtown Master Plan to enhance accessibility, improve multimodal mobility, and promote a safe and walkable downtown environment that contributes to economic vitality.

Action Strategies

11.1 **Transportation Support for the Downtown Master Plan:** The City shall coordinate with planning and development efforts associated with the Downtown Master Plan to implement transportation-related projects and policies that improve mobility, connectivity, and streetscape design within the downtown area to improve access to businesses and residential neighborhoods.

11.2 **Downtown Bus Routes:** The City shall coordinate with Sarasota County Breeze Transit to maintain existing bus routes and plan future routes that continue to serve downtown businesses and residential neighborhoods.

11.3 **Downtown Multimodal Improvements:** The City shall identify and implement projects that improve multimodal accessibility downtown, including enhanced pedestrian and bicycle facilities, transit stop connections, and wayfinding between parking areas, businesses, and

major destinations, consistent with the Downtown Master Plan and Transportation Master Plan.

Objective 12: Parking Management

The City shall develop, operate, and manage parking facilities, and shall explore and implement innovative parking management strategies that balance supply and demand, support economic vitality, and respond to both current and future mobility needs. Current Public Parking Facilities are depicted in Illustration T-04.

Action Strategies

12.1 **Parking:** The City shall develop public-private partnerships to identify suitable sites for the construction of parking lots and garages and to determine funding and development approaches for their implementation.

12.2 **Downtown Parking:** The City shall establish mechanisms, including regulatory, that retain/encourage easy access to parking, transit stops, and amenities for pedestrians within Downtown.

12.3 **Parking Area Location & Design:** Off street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings.

12.4 **On-Street Parking in Commercial Areas:** On-street parking shall be limited but not so limited as to adversely impact the viability of the commercial areas. Emphasis shall be on short-term parking strategies over long-term parking in commercial areas.

12.5 **Park and Ride:** The City shall support the creation of Park and Ride options.

12.6 **Bicycle Parking:** The City shall require all new developments to provide secure long-term bicycle parking in the form of bicycle lockers, locked rooms or chain link enclosures.

12.7 **Motorcycle Parking:** The City shall continue to create specially marked “Motorcycle Parking Areas” throughout the City in order to free up standard parking spaces for automobiles.

12.8 **Paid Parking:** The City shall consider research and possible expansion of paid parking zones throughout the city in order to manage parking demand, support turnover for businesses, and provide a sustainable revenue source for transportation and public realm improvements.

12.9 Curbside Management: The City shall manage curbside space to balance the needs of loading, deliveries, passenger pick-up and drop-off, transit, micromobility, and parking, in order to improve access, enhance customer experience, and support businesses.

12.10 Curbside Management Monitoring: The City shall monitor and evaluate curbside usage to maximize performance.

12.11 Rideshare Hubs: The City shall consider identifying and establishing designated rideshare hubs to reduce unnecessary traffic circulation, improve curbside efficiency, and enhance customer experience.

12.12 Wayfinding: The City shall consider implementing a coordinated wayfinding system to direct drivers, pedestrians, cyclists, and transit users to parking facilities, activity centers, and multimodal connections, in order to improve access and reduce unnecessary circulation.

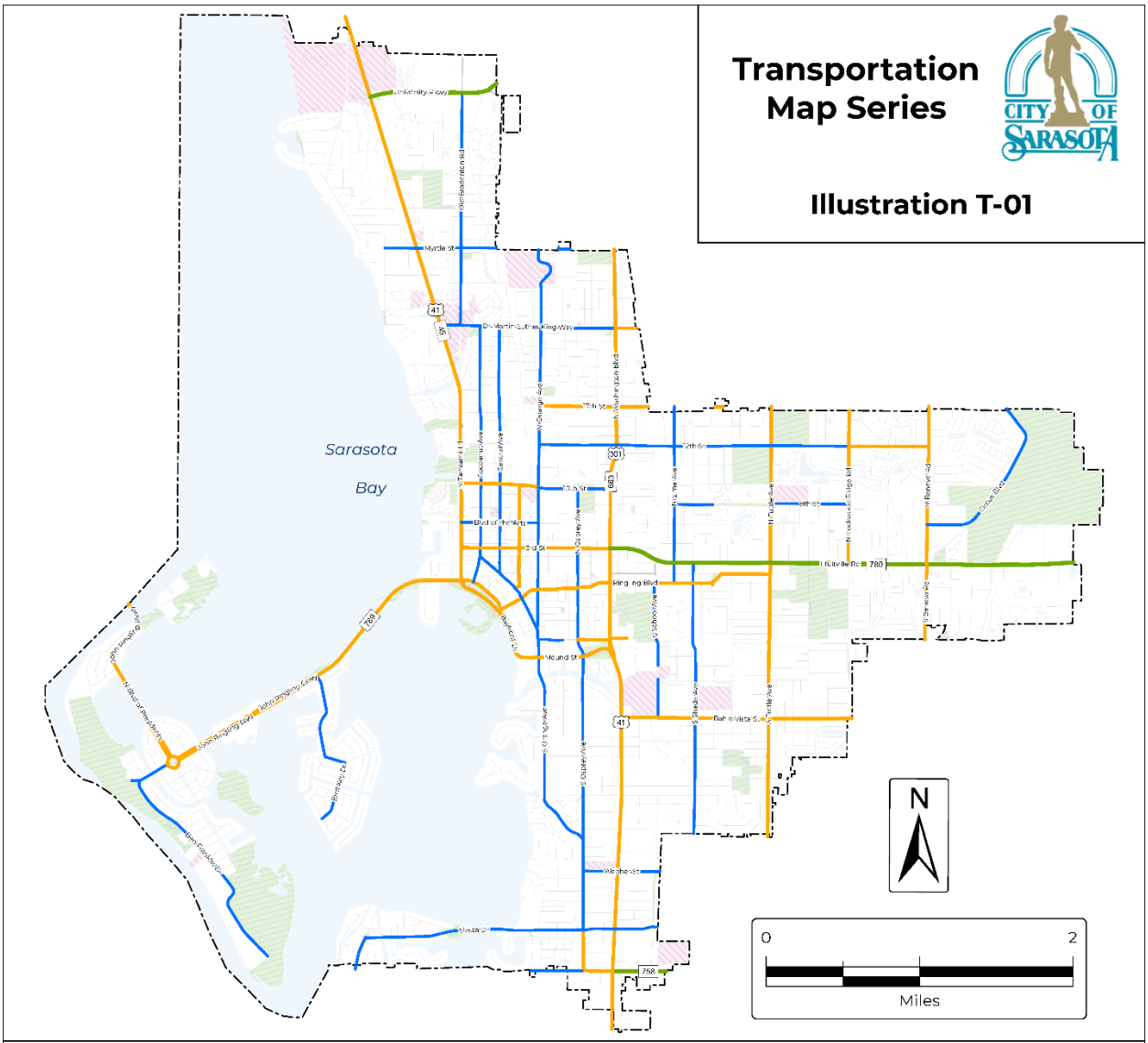
12.13 Smart Parking Technology: The City shall consider implementing and enhancing smart parking technologies, such as real-time availability systems, mobile payment options, and demand-based pricing tools, to enhance the customer experience, improve convenience, and support effective parking management.

3. Transportation Map Series

The Transportation Map Series is adopted and incorporated by reference as a component of the Transportation Plan within the Comprehensive Plan's Transportation Chapter. The maps illustrate the City's long-range mobility framework through the 2055 planning horizon and shall serve as official policy guidance for transportation planning, capital programming, and development review. The Map Series shall be maintained for consistency with the Future Land Use Map, the Capital Improvements Chapter, and the adopted Transportation Master Plan.

DRAFT

T-01a – Proposed 2055 Thoroughfare Plan



Proposed Thoroughfare Plan

Functional Classifications

- Interstate Connector
- Major/Minor Arterials
- Major/Minor Collectors

Municipal Boundaries

- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:13 PM

T-01b – Proposed 2055 Thoroughfare Plan Table

Functional Class	Direction	Road Name	From	To
Interstate Connector	-	Bee Ridge Rd	US Hwy 41	East City Limit
Interstate Connector	-	Fruitville Rd	US Hwy 301	East City Limit
Interstate Connector	-	State Hwy 780	West of Lime Ave	East City Limit (East of Washington Oaks)
Interstate Connector	-	University Pkwy	US Hwy 41	North City Limit (East of Desoto Rd)
Major/Minor Arterials	-	10th St	US Hwy 41	Orange Ave
Major/Minor Arterials	-	12th St	Lockwood Ridge Rd	N Beneva Rd
Major/Minor Arterials	-	17th St	North City Limit (East of Graybar)	North City Limit (West of Euclid Ave)
Major/Minor Arterials	-	17th St	Orange Ave	North City Limit (West of SGL Railroad)
Major/Minor Arterials	-	3rd St	US Hwy 41	US Hwy 301
Major/Minor Arterials	-	Alderman St	US Hwy 301	Bowman Ct
Major/Minor Arterials	-	Bahia Vista St	US Hwy 41	East City Limit
Major/Minor Arterials	-	Bay Rd	Osprey Ave	US Hwy 41
Major/Minor Arterials	-	Bayfront Dr	Gulfstream Ave	Gulfstream Ave (West of Palm Ave)
Major/Minor Arterials	N	Beneva Rd	Fruitville Rd	North City Limit (17th St)
Major/Minor Arterials	S	Beneva Rd	South City Limit	Fruitville Rd
Major/Minor Arterials	N	Blvd of Presidents	Bowdoin Cir	Saint Armands Cir
Major/Minor Arterials	-	Blvd of the Presidents	N Blvd of the Presidents	N Blvd of the Presidents
Major/Minor Arterials	-	Brother Geenen Way	Osprey Ave	US Hwy 301

Functional Class	Direction	Road Name	From	To
Major/Minor Arterials	-	Dr Martin Luther King Way	US Hwy 301	East City Limit
Major/Minor Arterials	-	Fruitville Rd	US Hwy 41	US Hwy 301
Major/Minor Arterials	S	Gulfstream Ave	Main St	End of Gulfstream Ave (East of McAnsh Sq)
Major/Minor Arterials	N	Gulfstream Ave	Watergate Dr	Main St
Major/Minor Arterials	-	Jefferson Ave	Colorado St	Ringling Blvd
Major/Minor Arterials	-	John Ringling Blvd	Saint Armands Cir	Bird Key Dr
Major/Minor Arterials		John Ringling Pkwy	West City Limit	Bowdoin Cir
Major/Minor Arterials	N	Lemon Ave	Main St	10th St
Major/Minor Arterials	S	Lemon Ave	Pineapple Ave	Main St
Major/Minor Arterials	N	Lockwood Ridge Rd	Fruitville Rd	North City Limit (17th St)
Major/Minor Arterials	-	Mound St	Gulfstream Ave (West of Palm Ave)	US Hwy 301
Major/Minor Arterials	S	Osprey Ave	Bay Rd	Siesta Dr
Major/Minor Arterials	-	Ringling Blvd	Jefferson Ave	Tuttle Ave
Major/Minor Arterials	-	Ringling Blvd	US Hwy 41	Jefferson Ave
Major/Minor Arterials	-	Saint Armands Cir	John Ringling Blvd (WB)	John Ringling Blvd (EB)
Major/Minor Arterials	-	State Hwy 789	Bird Key Dr	Osprey Ave
Major/Minor Arterials	-	State Hwy 789	Washington Dr	Bird Key Dr
Major/Minor Arterials		State Hwy 789	West City Limit	Bowdoin Cir
Major/Minor Arterials		State Hwy 789	Bowdoin Cir	Saint Armands Cir

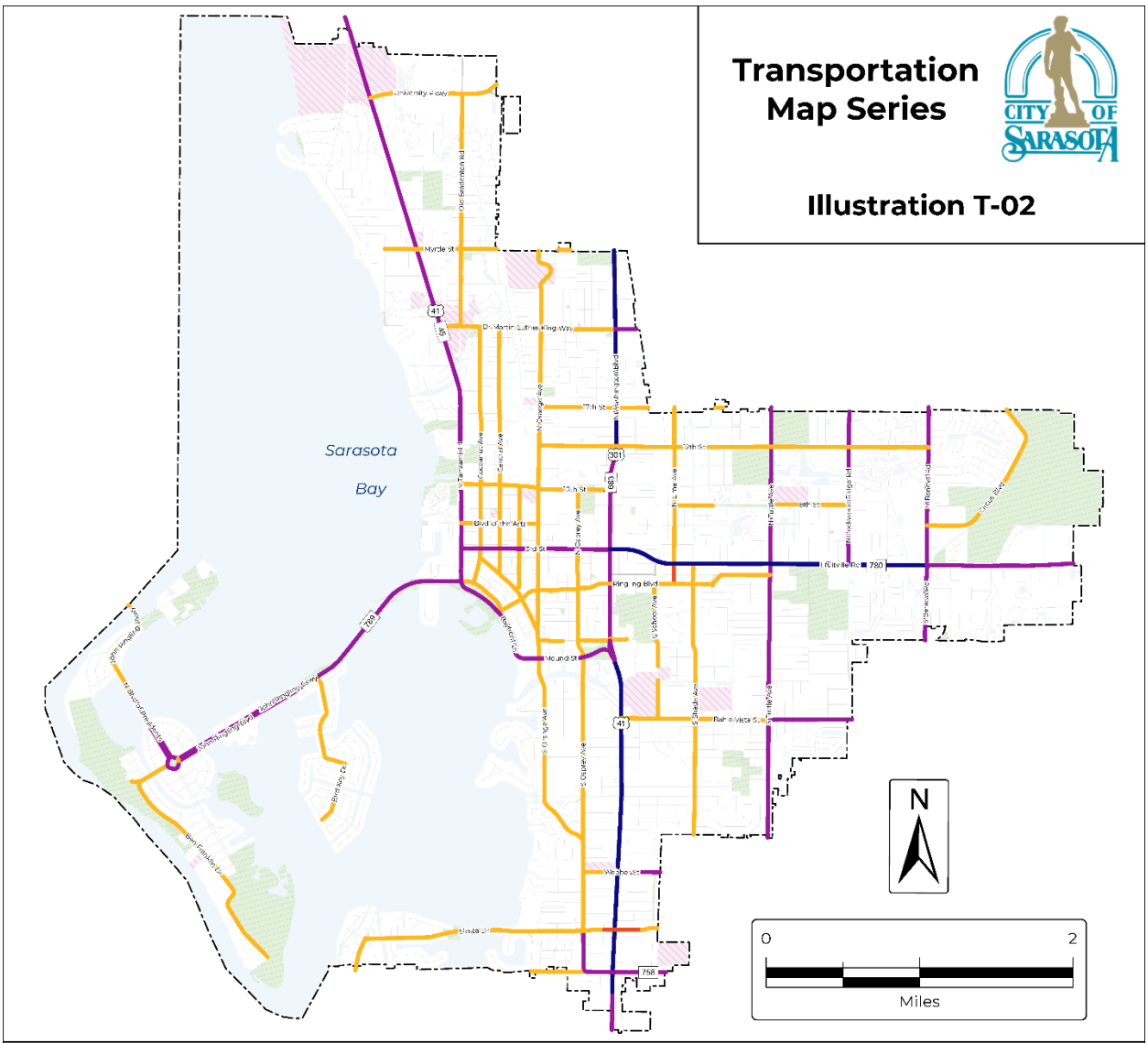
Functional Class	Direction	Road Name	From	To
Major/Minor Arterials	N	Tamiami Trl	Gulfstream Ave	North City Limit (General Spaatz Blvd)
Major/Minor Arterials	N	Tuttle Ave	Ringling Blvd	North City Limit (17th St)
Major/Minor Arterials	S	Tuttle Ave	South City Limit (South of Hibiscus St)	Ringling Blvd
Major/Minor Arterials	-	US Hwy 301	Wood St	North City Limit (Myrtle St)
Major/Minor Arterials	-	US Hwy 41	South City Limit (Glengary St)	North City Limit (General Spaatz Blvd)
Major/Minor Arterials	N	Washington Blvd	Main St	North City Limit (Myrtle St)
Major/Minor Arterials	S	Washington Blvd	Wood St	Main St
Major/Minor Arterials	N	Washington Dr	Blvd of the Presidents (SB)	Blvd of the Presidents (NB)
Major/Minor Collectors	-	10th St	Orange Ave	US Hwy 301
Major/Minor Collectors	-	12th St	Orange Ave	Lockwood Ridge Rd
Major/Minor Collectors	-	8th St	Lime Ave	Jefferson Ave
Major/Minor Collectors	-	8th St	Tuttle Ave	Lockwood Ridge Rd
Major/Minor Collectors	-	Alderman St	Orange Ave	End of Alderman St (East of Brickstone Ave)
Major/Minor Collectors	-	Bay Rd	Tangier Ter	Osprey Ave
Major/Minor Collectors	-	Ben Franklin Dr	John Ringling Blvd	Lido Public Beach
Major/Minor Collectors	-	Bird Key Dr	Spoonbill Dr	State Hwy 789
Major/Minor Collectors	-	Blvd of the Arts	US Hwy 41	Orange Ave
Major/Minor Collectors	-	Central Ave	Pineapple Ave	Dr MLK Wy
Major/Minor Collectors	-	Circus Blvd	Beneva Rd	North City Limit (17th St)

Functional Class	Direction	Road Name	From	To
Major/Minor Collectors	-	Cocoanut Ave	Gulfstream Ave	Dr MLK Wy
Major/Minor Collectors	-	Dr Martin Luther King Way	US Hwy 41	US Hwy 301
Major/Minor Collectors	-	Higel Ave	South City Limit (South of Garden Ln)	Siesta Dr
Major/Minor Collectors	-	John Ringling Blvd	North Lido Beach Public Access	Saint Armands Cir
Major/Minor Collectors	N	Lime Ave	Main St	North City Limit (17th St)
Major/Minor Collectors	S	Lime Ave	Ringling Blvd	Main St
Major/Minor Collectors		McClellan Pkwy	S Osprey Ave	Hyde Park St
Major/Minor Collectors	-	Myrtle St	East City Limit(Goodrich Ave)	East City Limit (West of Osprey Ave)
Major/Minor Collectors	-	Myrtle St	Sarasota Ave	East City Limit
Major/Minor Collectors	-	Old Bradenton Rd	Dr MLK Wy	University Pkwy
Major/Minor Collectors	N	Orange Ave	Main St	North City Limit (Myrtle St)
Major/Minor Collectors	S	Orange Ave	US Hwy 41	Main St
Major/Minor Collectors	S	Orange Ave	Hyde Park St	US Hwy 41
Major/Minor Collectors	N	Osprey Ave	Main St	10th St
Major/Minor Collectors	S	Osprey Ave	Siesta Dr	Main St
Major/Minor Collectors	N	Pineapple Ave	Cocoanut Ave	Central Ave / Main St
Major/Minor Collectors	S	Pineapple Ave	Main St	Orange Ave
Major/Minor Collectors	S	School Ave	Bahia Vista St	Championship Dr
Major/Minor Collectors	S	School Ave	Bay St	Ringling Blvd
Major/Minor Collectors	N	Shade Ave	Main St	Fruitville Rd

Functional Class	Direction	Road Name	From	To
Major/Minor Collectors	S	Shade Ave	South City Limit (Hibiscus St)	Main St
Major/Minor Collectors	-	Siesta Dr	Higel Ave	South City Limit (School Ave)
Major/Minor Collectors	-	State Hwy 758	South City Limit (South of Garden Ln)	US Hwy 41
Major/Minor Collectors	-	Webber St	Osprey Ave	East City Limit (West of Lime Ave)

DRAFT

T-02 – Proposed 2055 Number of Through Lanes on Thoroughfares



Proposed 2055 Number of Through Lanes on Thoroughfares

Total Number of Through Lanes

- 6
- 4
- 3
- 2

Municipal Boundaries

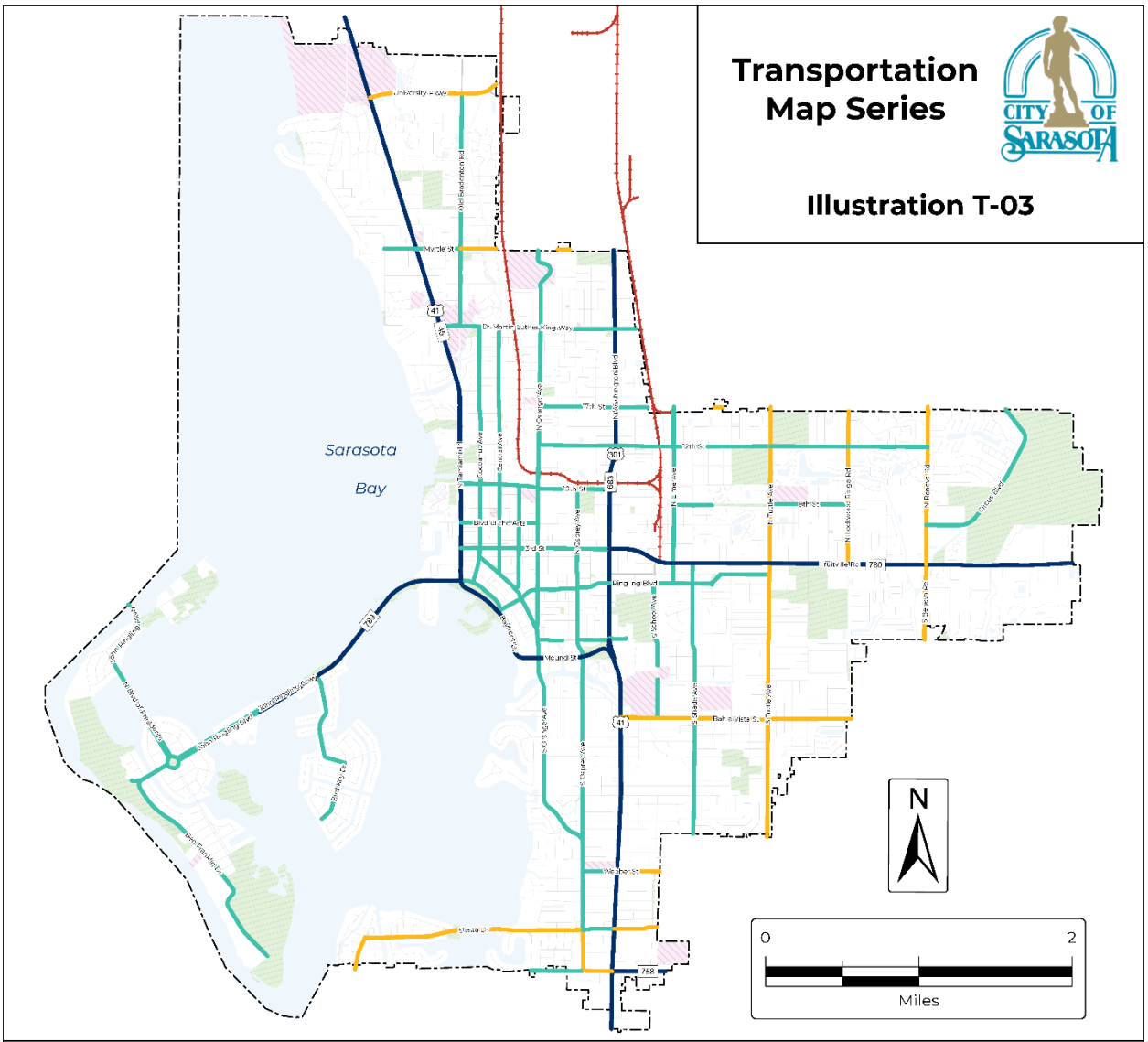
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:15 PM

T-03 – Jurisdictional Responsibilities for Thoroughfares & Railroad Lines



Jurisdictional Responsibilities for Thoroughfares & Railroad Lines

Maintaining Agency

- FDOT
- Sarasota County
- City of Sarasota
- Seminole Gulf Railway

Municipal Boundaries

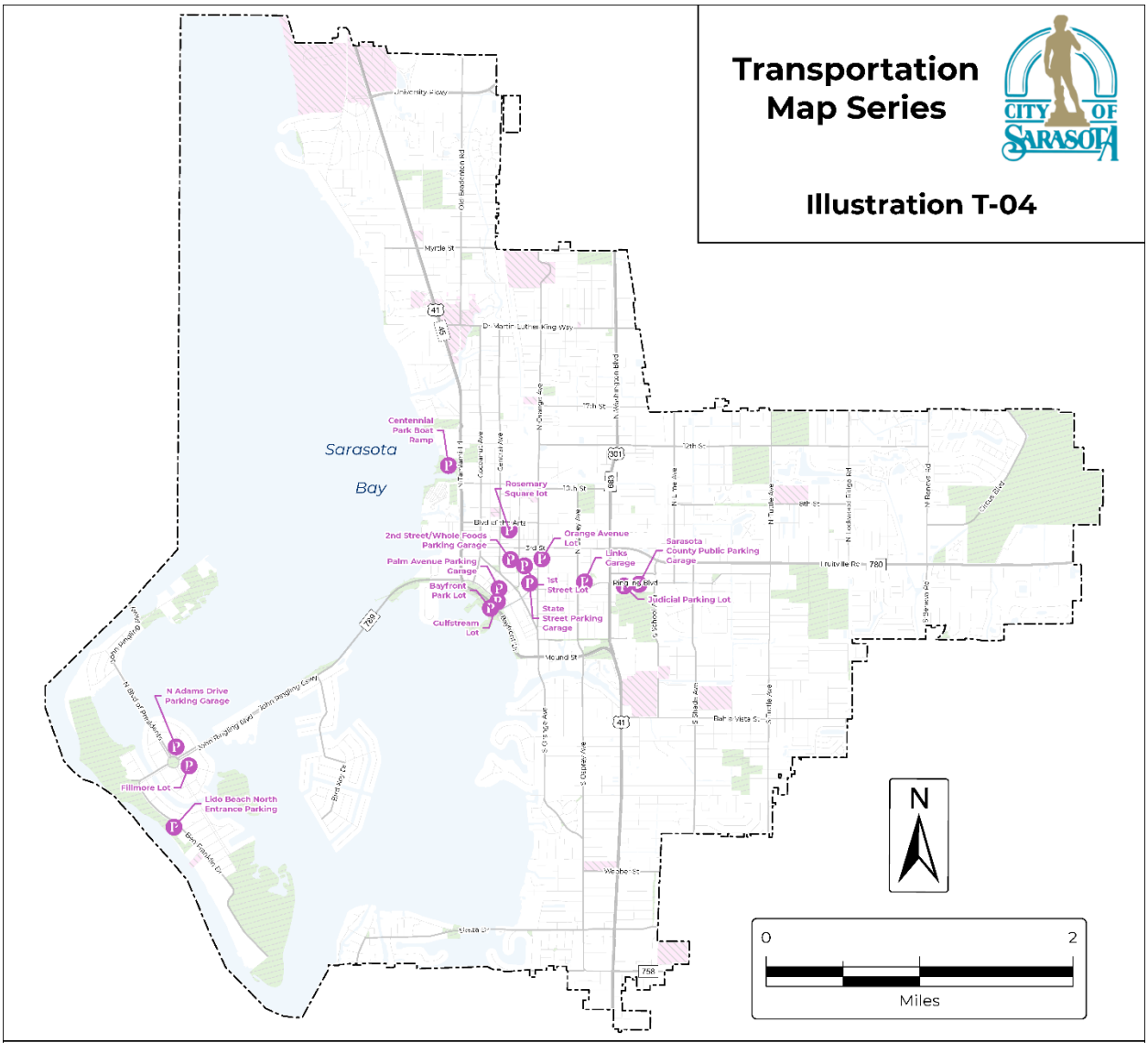
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: Florida Department of Transportation, Freight and Rail (FRO) Office, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:15 PM

T-04 – Public Parking Facilities



Public Parking Facilities

Parking Facility Type

- Parking Hub

Municipal Boundaries

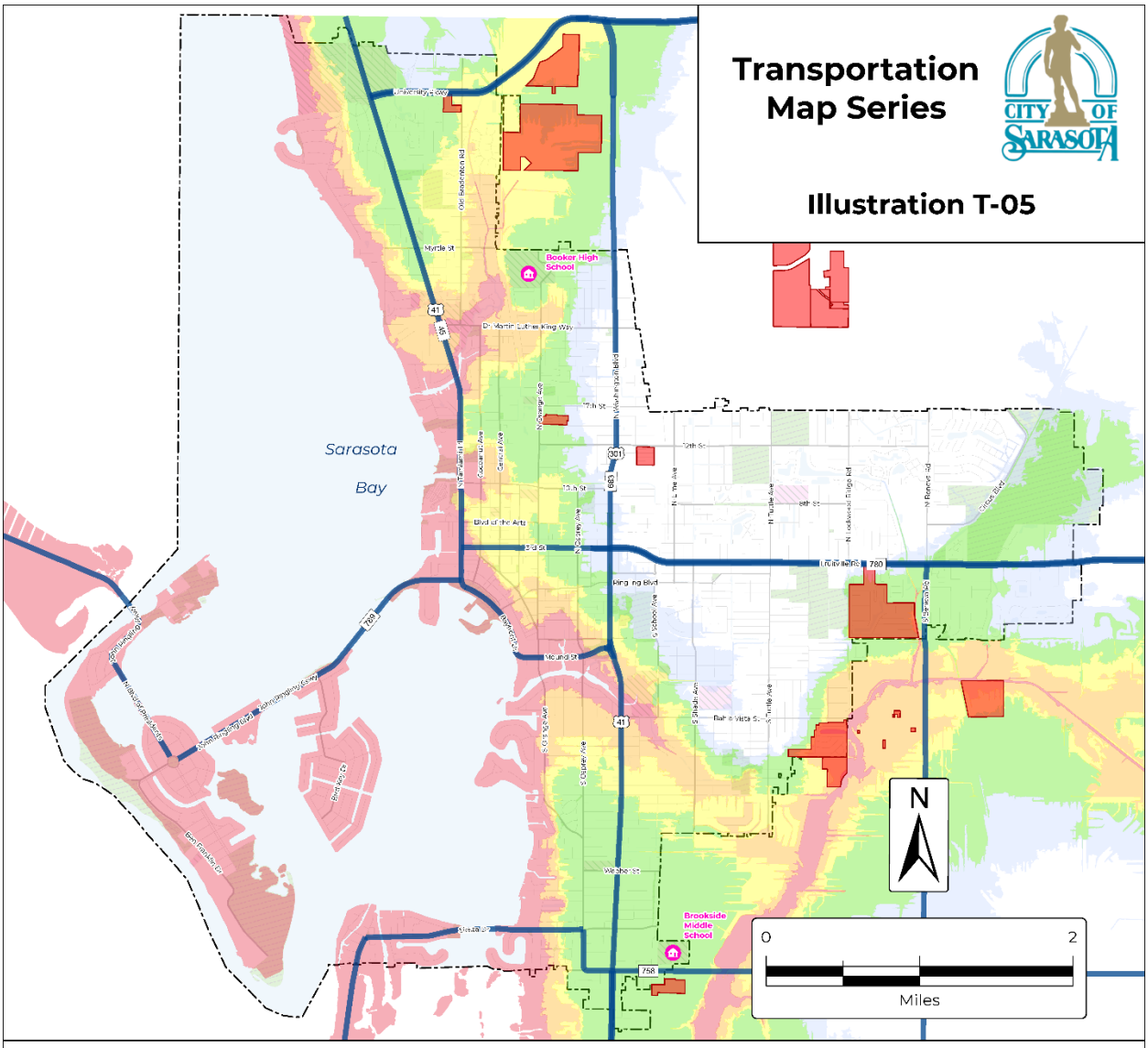
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:15 PM

T-05 – Hurricane Evacuation Zones, Routes, & Shelters



Hurricane Evacuation Zones, Routes & Shelters

Evacuation Zone
- Evacuation Route
- Evacuation Shelter

Evacuation Level
- A
- B
- C
- D
- E
- Special Evacuation Level

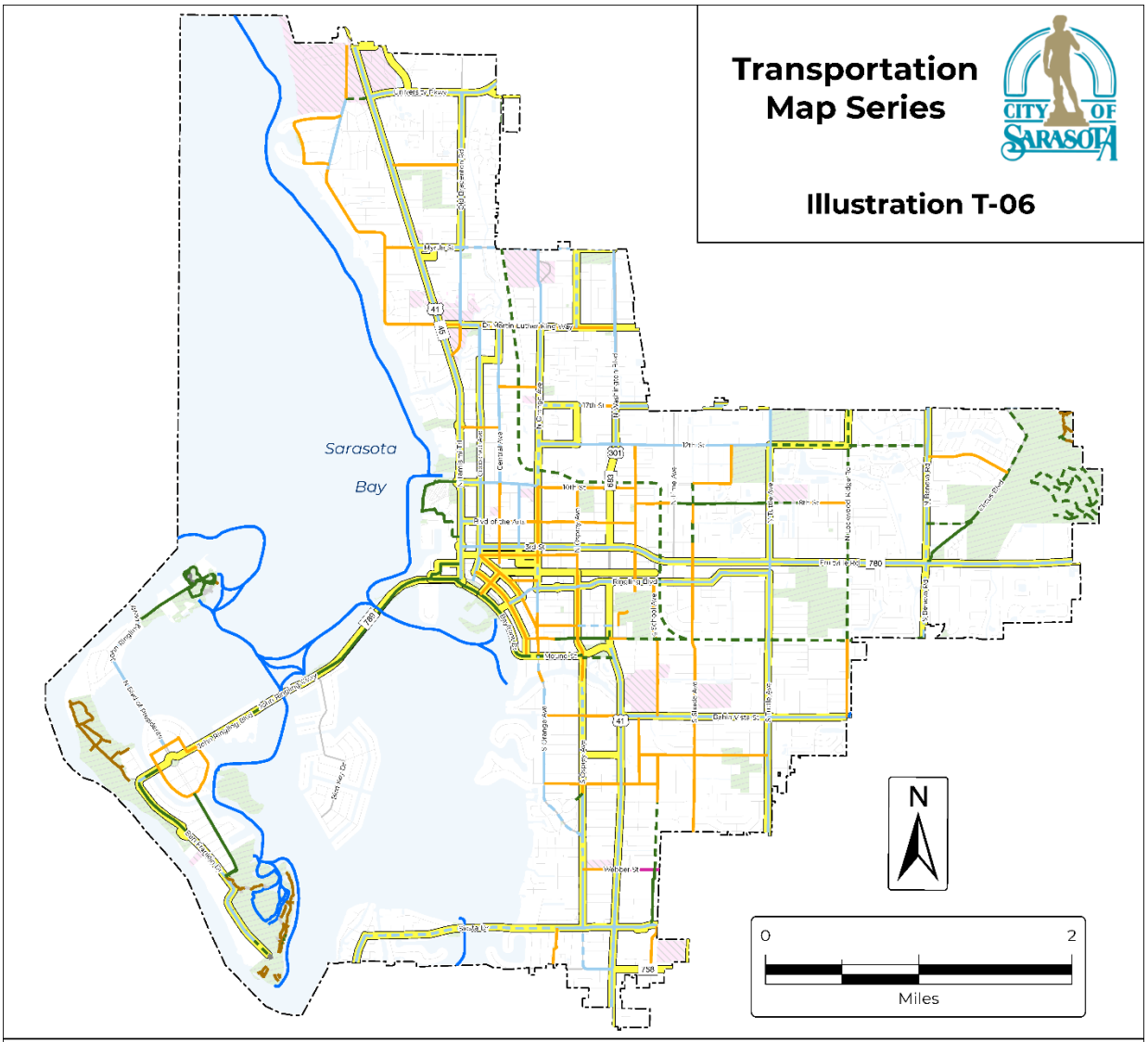
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:15 PM

T-06 – 2019 Multimodal Connections Plan



2019 Multimodal Connections Plan

Multimodal Connections Plan
- Existing Bicycle Lanes
- Planned Bicycle Lanes
- Existing Multi-Use Path
- Planned Multi-Use Path
- Shared Lane Markings

- Complete Streets
- Boardwalk
- Paddle Trail
- General Use Trail
- Park Roadway

Breeze Transit
- Routes

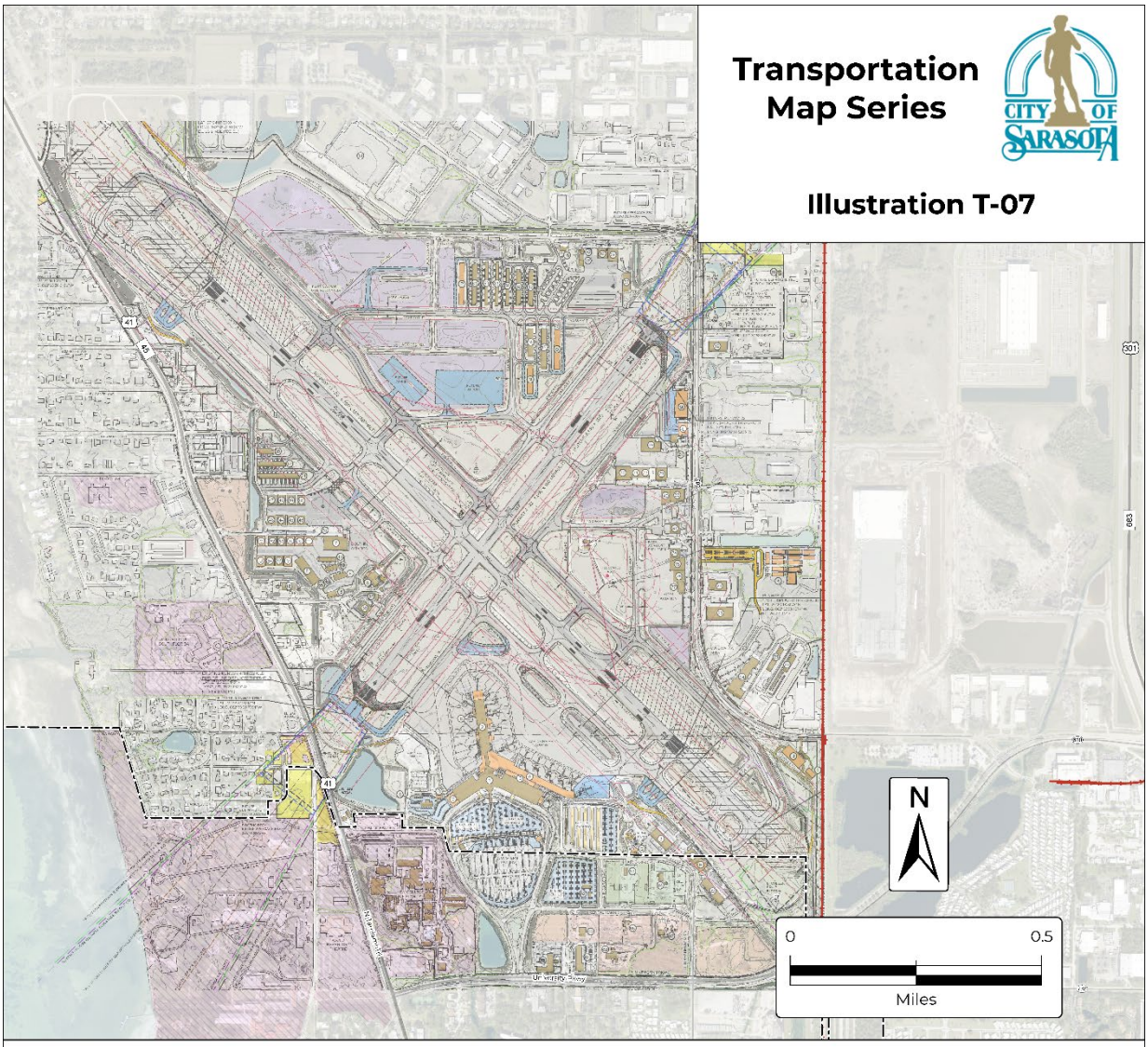
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: City of Sarasota, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:15 PM

T-07 – 2021 Sarasota Bradenton International Airport Layout Plan



2021 Sarasota Bradenton Intl Airport Layout Plan

Seminole Gulf Railway

Railroad Line

Municipal Boundaries

Parks

Schools

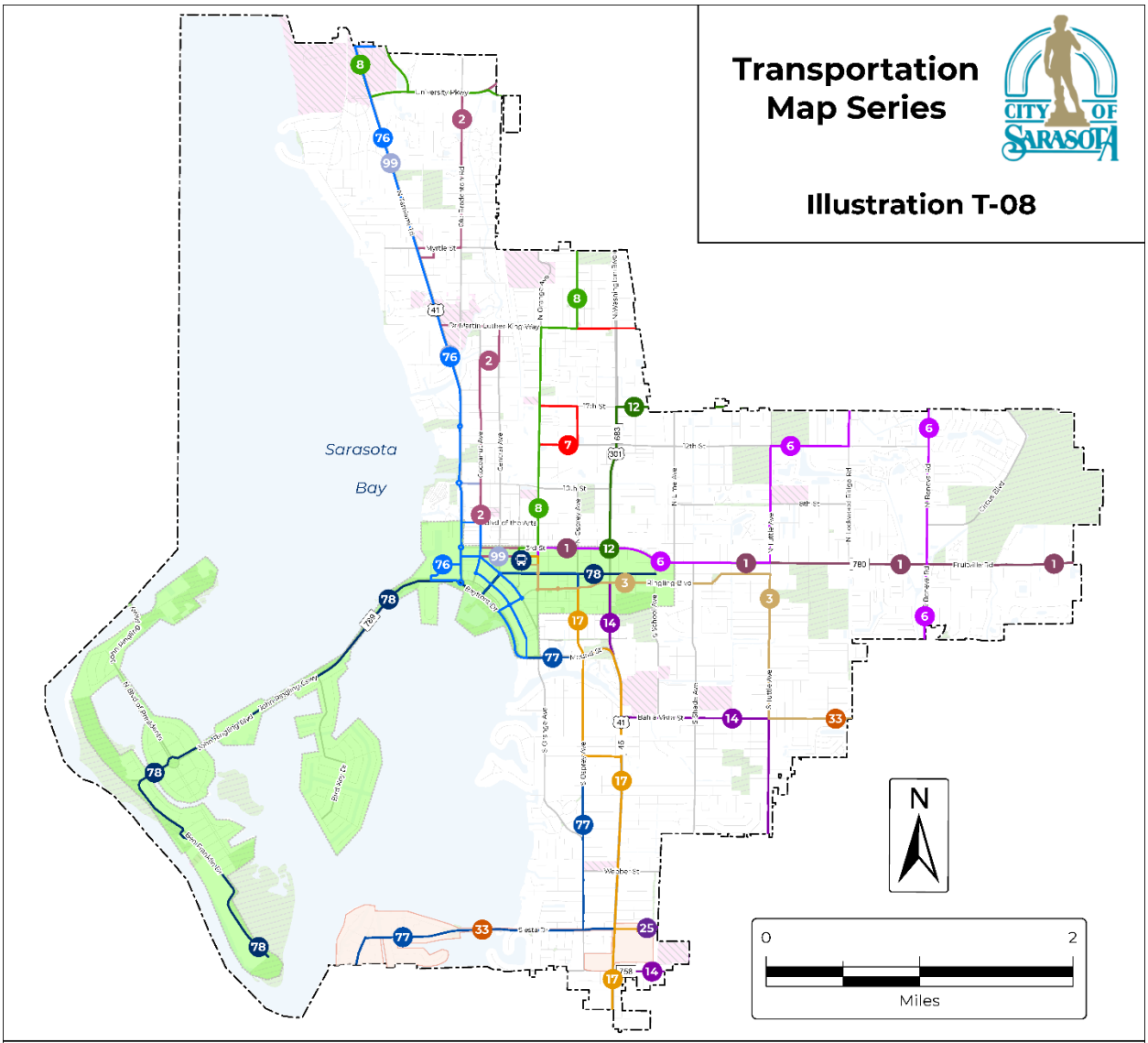
City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: Florida Department of Transportation, Freight and Rail (FRO) Office, ESRI, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:18 PM

T-08 – Breeze Transit Routes and OnDemand Zones



Breeze Transit Routes and OnDemand Zones

Breeze Transit Routes

- 01 - Downtown/ Fruitville/Cattlemen
- 02 - Downtown/SRQ/ UTC Mall
- 03 - Downtown/ Pinecraft/Sarasota Springs
- 06 - Downtown/ Beneva/Gulf Gate
- 07 - Downtown/ Newtown/Monica Pkwy
- 08 - Downtown/ Orange/SRQ
- 12 - Downtown/ Lockwood Ridge/ University
- 14 - Downtown/ Southgate/Bee Ridge
- 17 - Downtown/US 41/ Venice
- 25 - Southgate/Swift/ Gulf Gate
- 33 - Cattlemen/ Pinecraft/Siesta Key
- 76 - Flyer
- 77 - Siesta Islander
- 78 - Bay Runner
- 99 - Downtown/US41/ SRQ/Bradenton
- Downtown Transfer Station

OnDemand Zones

- Downtown Sarasota/ Lido Key/Longboat Key
- Siesta Key (Breeze Plus: ADA Service Boundary

Municipal Boundaries

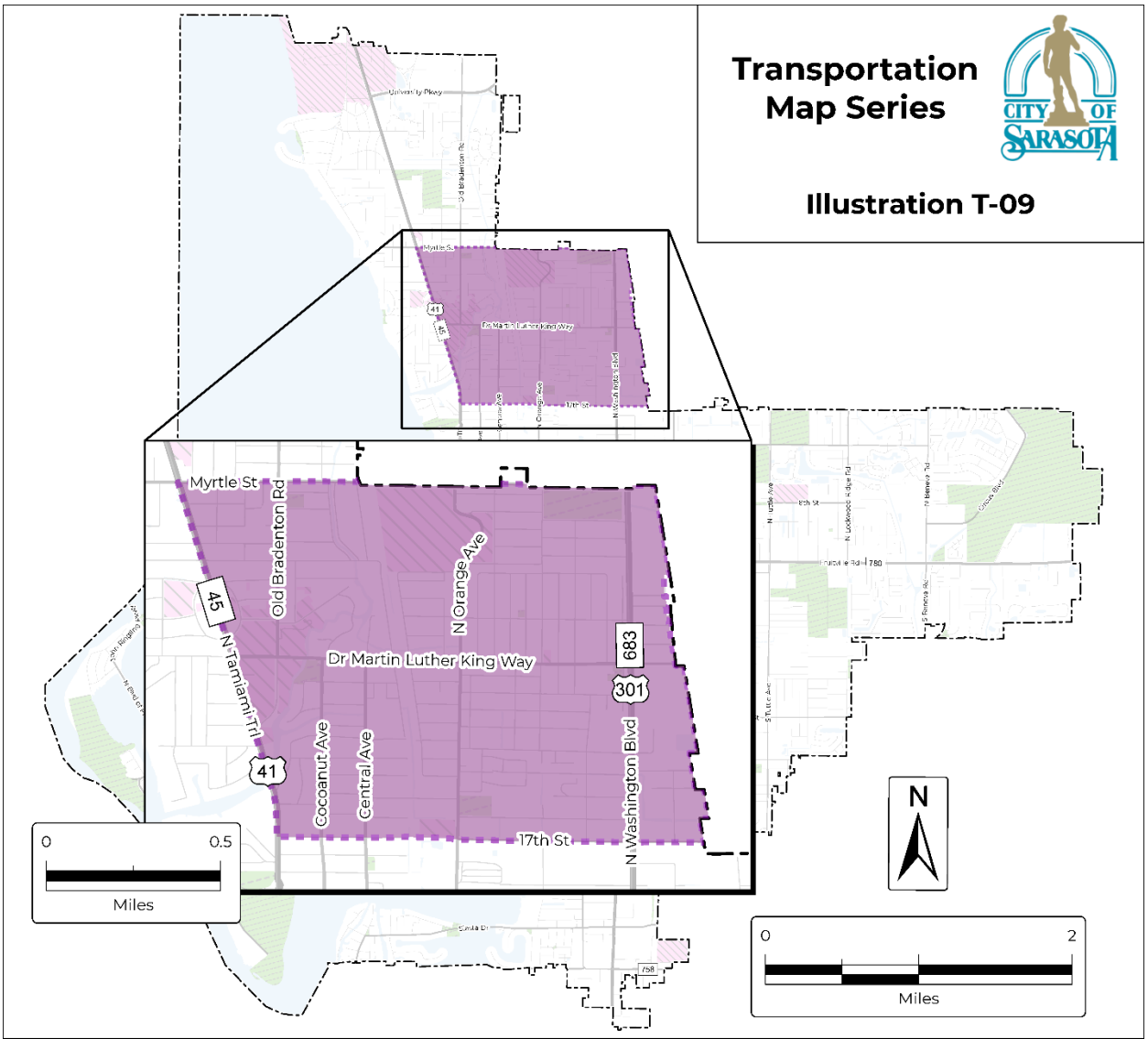
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-09 – Newtown Transportation Area



Newtown Transportation Area

Newton Community Redevelopment District

- Area Limits

Municipal Boundaries

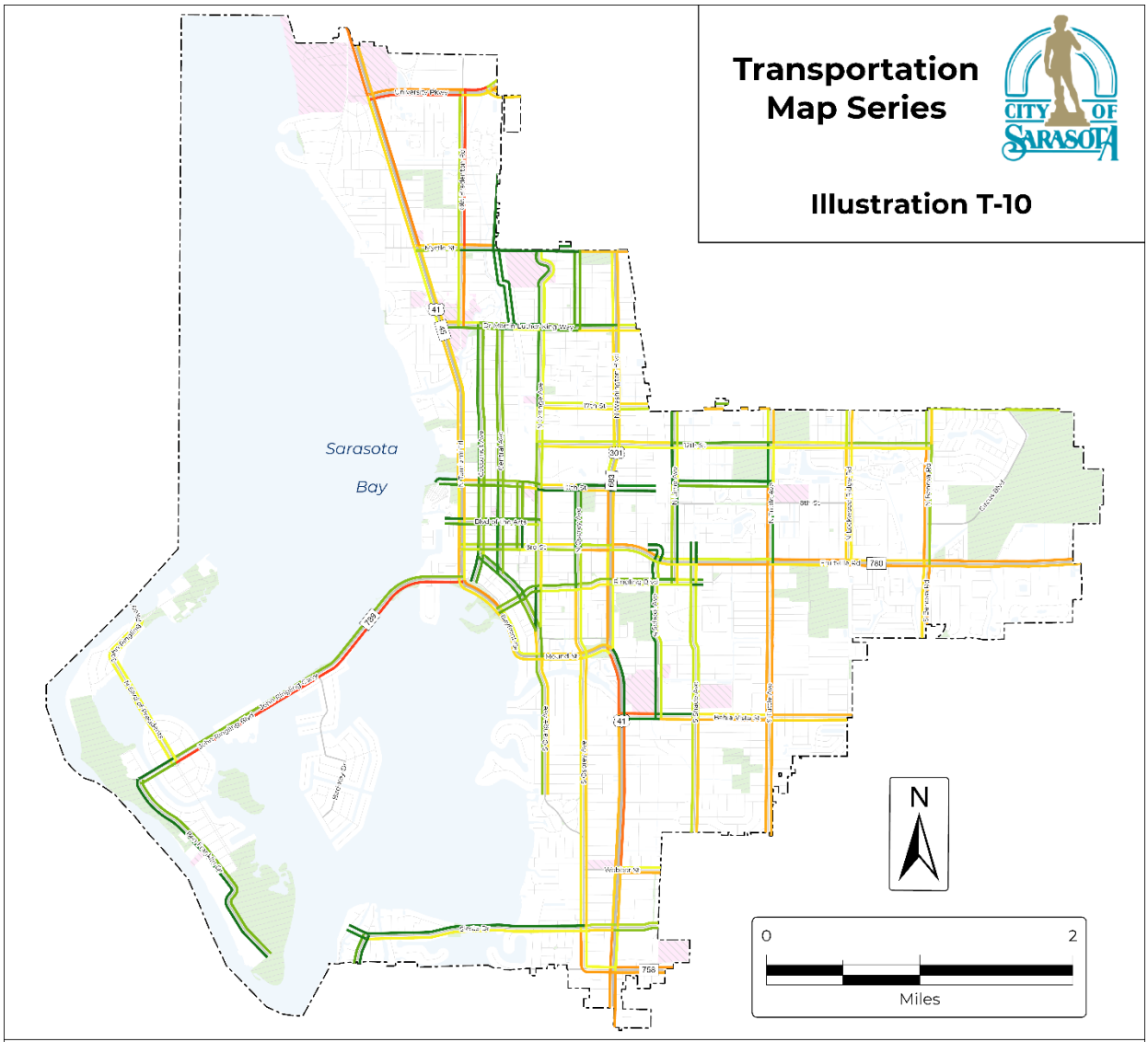
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-10 – 2025 (Existing) Volume-to-Capacity Ratio Values for Thoroughfares



2025 (Existing) Volume-to-Capacity Ratio Values for Thoroughfares

Volume-to-Capacity Ratio (Unidirectional)

0.0

1.2

Municipal Boundaries

Parks

Schools

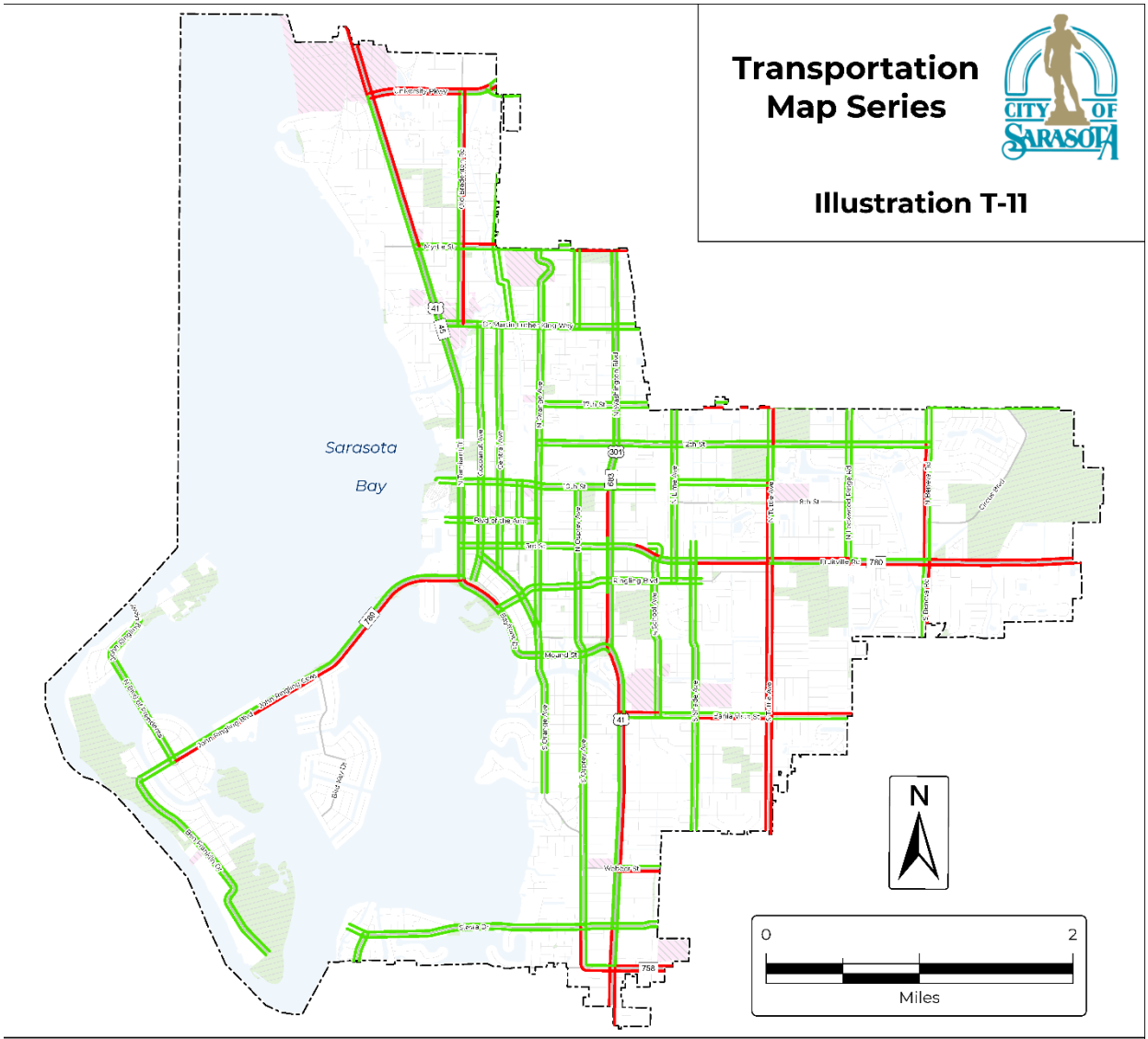
City of Sarasota Municipal Limits

Note: From the Sarasota City Plan, "...those roadways shall be the volume to capacity ratio of the roadway where: 1) Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and; 2) Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP." This map depicts 2025 existing Volume-to-Capacity (V/C) ratios based on observed traffic volumes and roadway capacity. DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:48 PM

T-11 – 2025 (Existing) Volume-to-Capacity Ratio Statuses for Thoroughfares



2025 (Existing) Volume-to-Capacity Ratio Statuses for Thoroughfares

Criteria Satisfaction (Unidirectional)

- Satisfies Criteria
- Exceeds Criteria

Municipal Boundaries

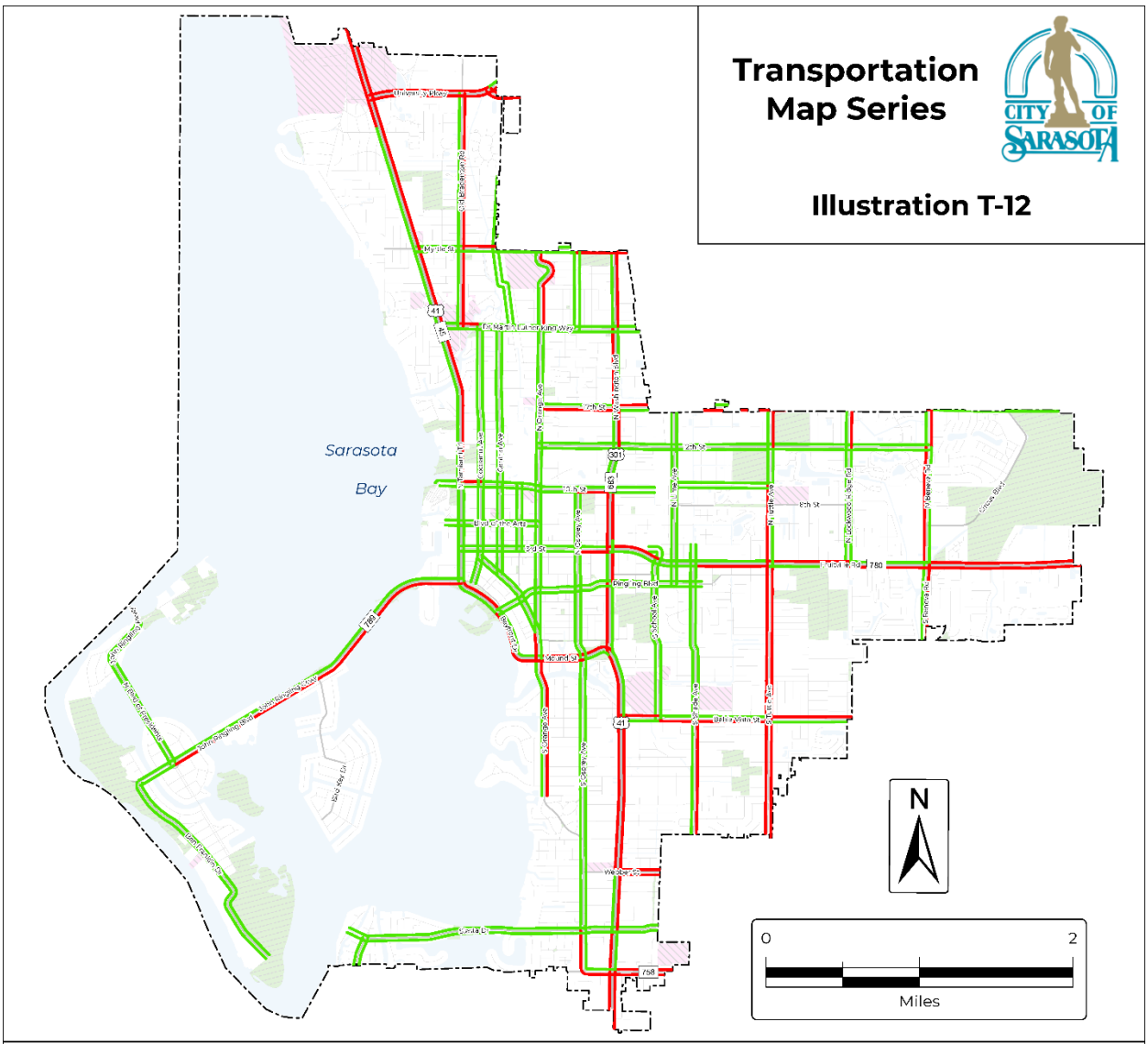
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: From the Sarasota City Plan, "...those roadways shall be the volume to capacity ratio of the roadway where: 1) Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and; 2) Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP." This map depicts 2025 existing Volume-to-Capacity (V/C) ratios based on observed traffic volumes and roadway capacity. DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-12 – 2036 (Forecasted) Volume-to-Capacity Ratio Statuses for Thoroughfares



2036 (Forecasted) Volume-to-Capacity Ratio Statuses for Thoroughfares

Criteria Satisfaction (Unidirectional)

- Satisfies Criteria
- Exceeds Criteria

Municipal Boundaries

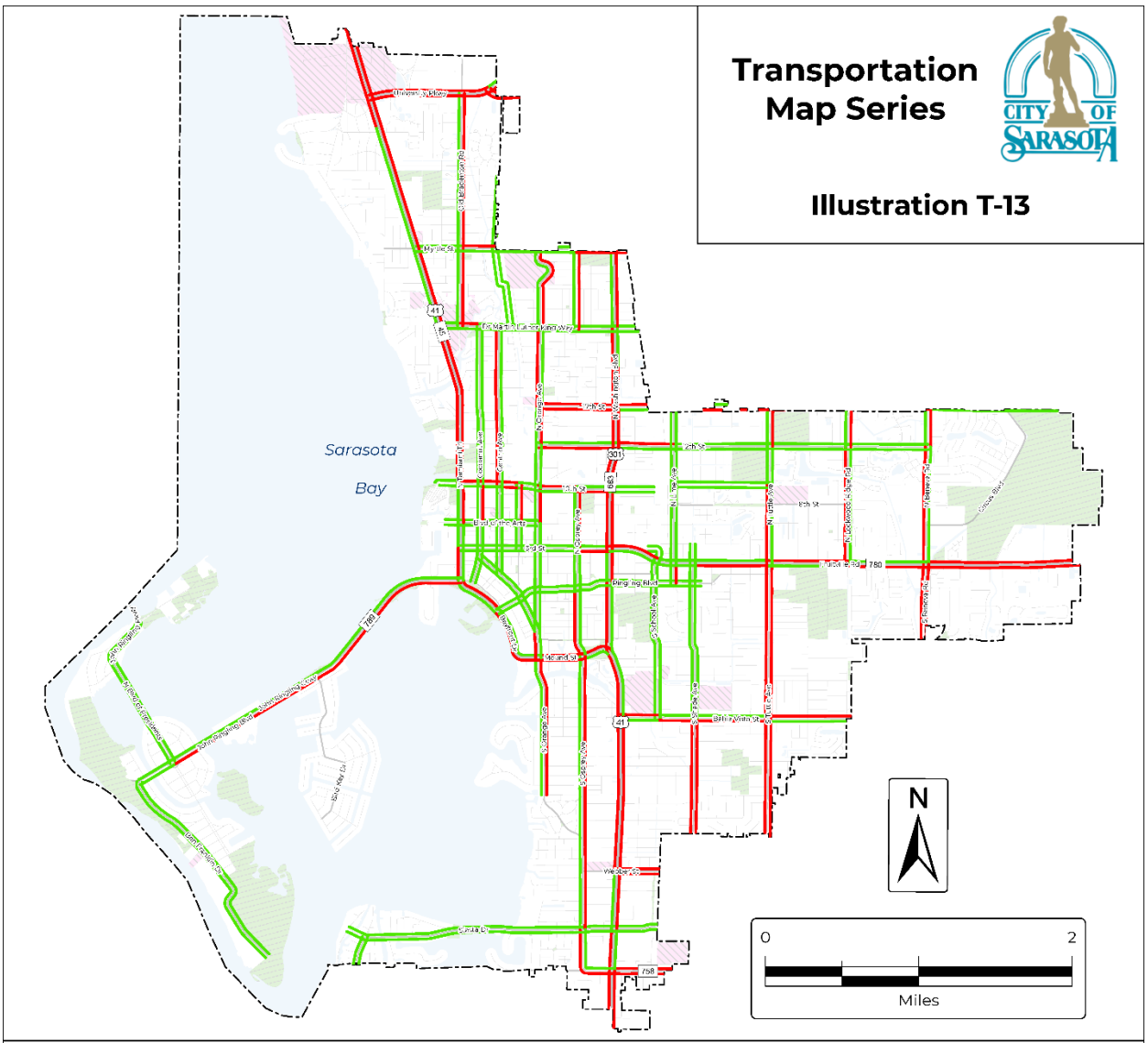
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: From the Sarasota City Plan, "...those roadways shall be the volume to capacity ratio of the roadway where: 1) Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and; 2) Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP." This map depicts forecast year 2036 Volume-to-Capacity (V/C) ratios based on modeled traffic volumes and includes committed projects identified in the FDOT Work Program, the MPO Transportation Improvement Program (TIP), and the City's adopted Five-Year Capital Improvement Program (CIP). DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-13 – 2055 (Projected) Volume-to-Capacity Ratio Statuses for Thoroughfares



2055 (Projected) Volume-to-Capacity Ratio Statuses for Thoroughfares

Criteria Satisfaction (Unidirectional)

- Satisfies Criteria
- Exceeds Criteria

Municipal Boundaries

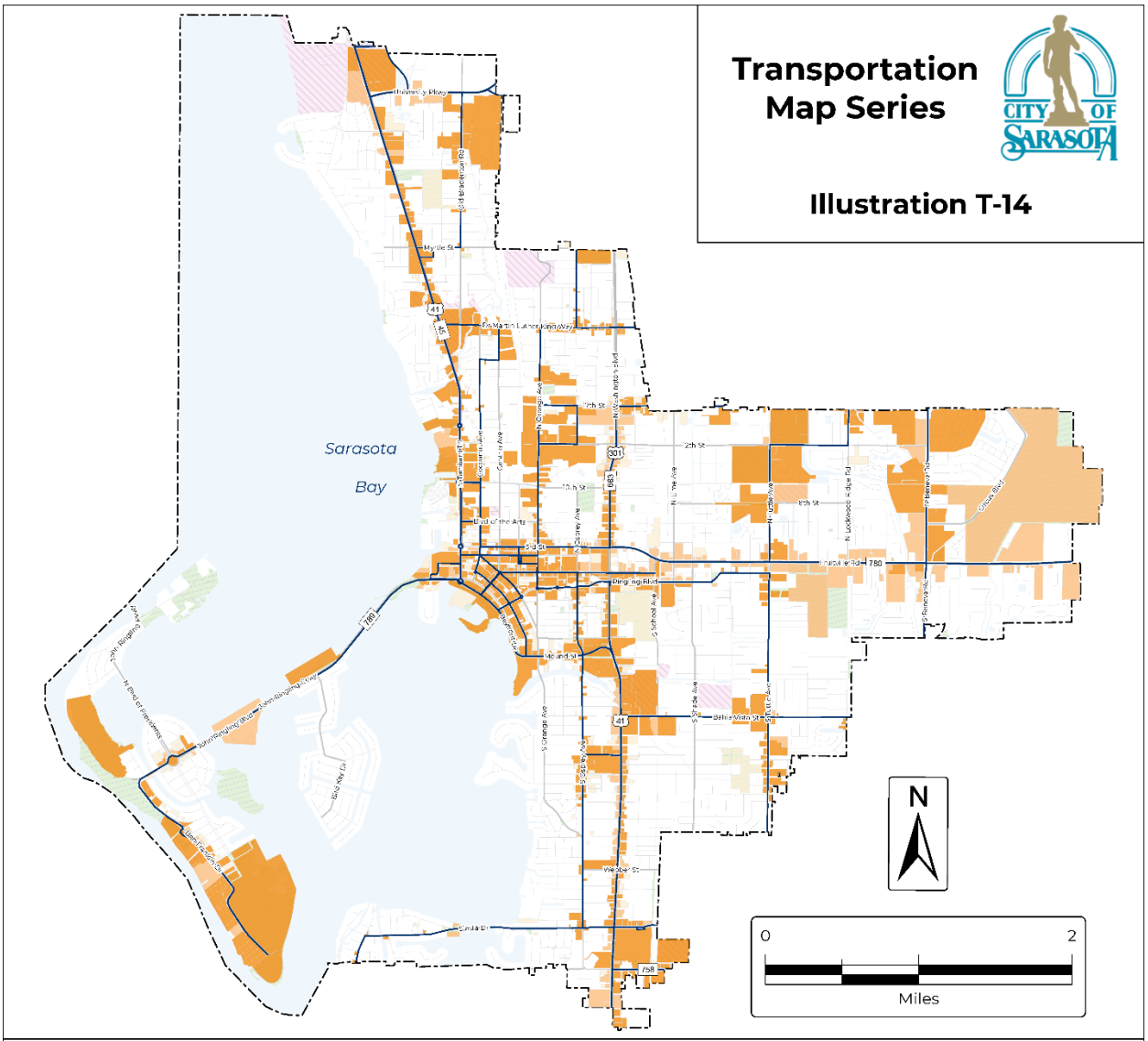
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: From the Sarasota City Plan, "...those roadways shall be the volume to capacity ratio of the roadway where: 1) Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and; 2) Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP." This map depicts projected 2055 long-range horizon Volume-to-Capacity (V/C) ratios based on modeled traffic volumes and includes committed projects identified in the FDOT Work Program, the MPO Transportation Improvement Program (TIP), and the City's adopted Five-Year Capital Improvement Program (CIP). DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-14 – Transit Corridors



Transit Corridors

Parcel Distance to Transit Corridor
- 0' - 50'
- 50' - 100'
- 100' - 250'

Breeze Transit
- Routes

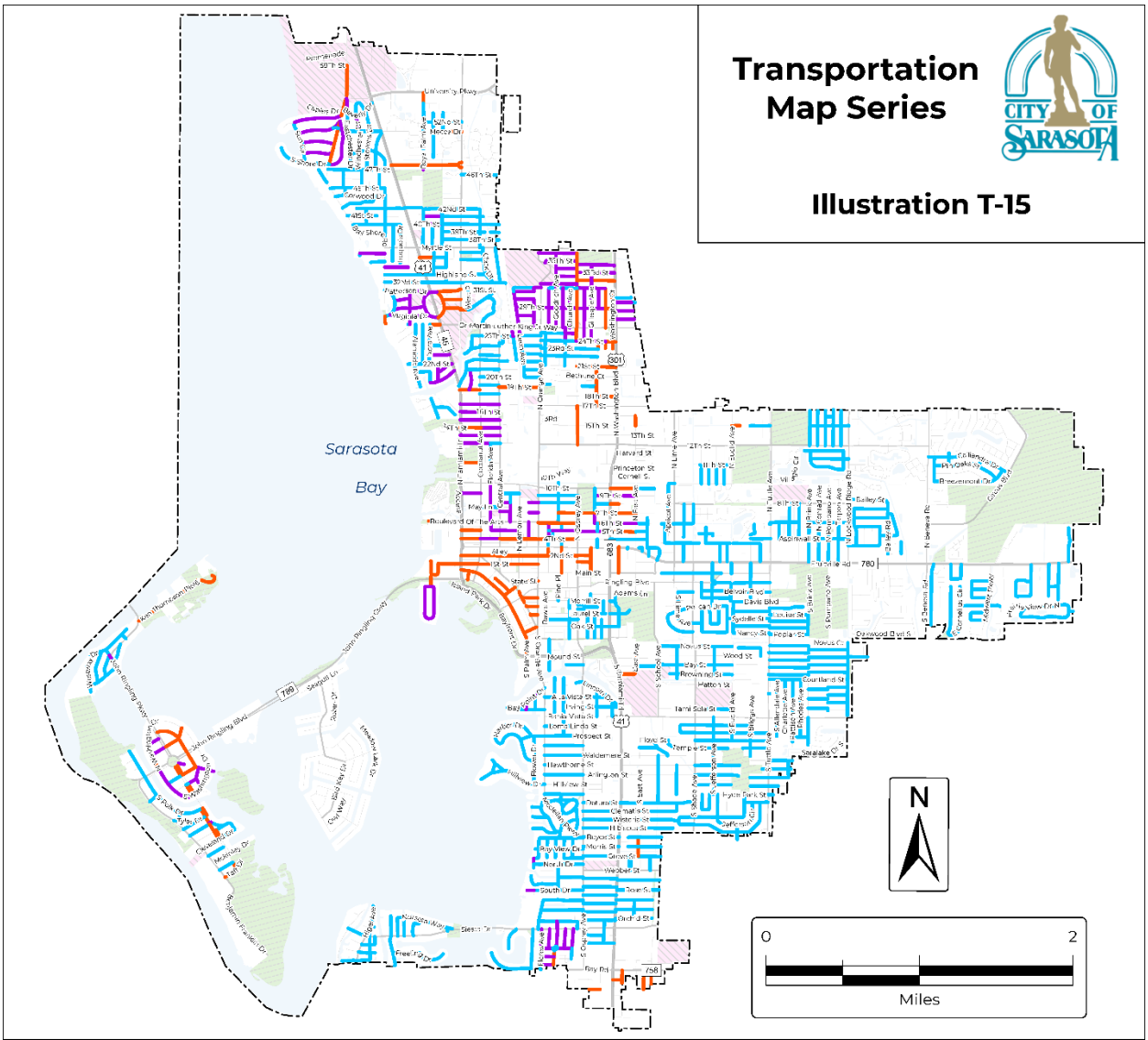
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: All parcels with Account Type "RESIDENTIAL" have been omitted from this analysis. DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-15 – Shared & Yield Street Eligibility



Shared & Yield Street Eligibility

Street Eligibility

- Eligible for Shared Street
- Eligible for Yield Street
- Eligible for Shared or Yield Street

Municipal Boundaries

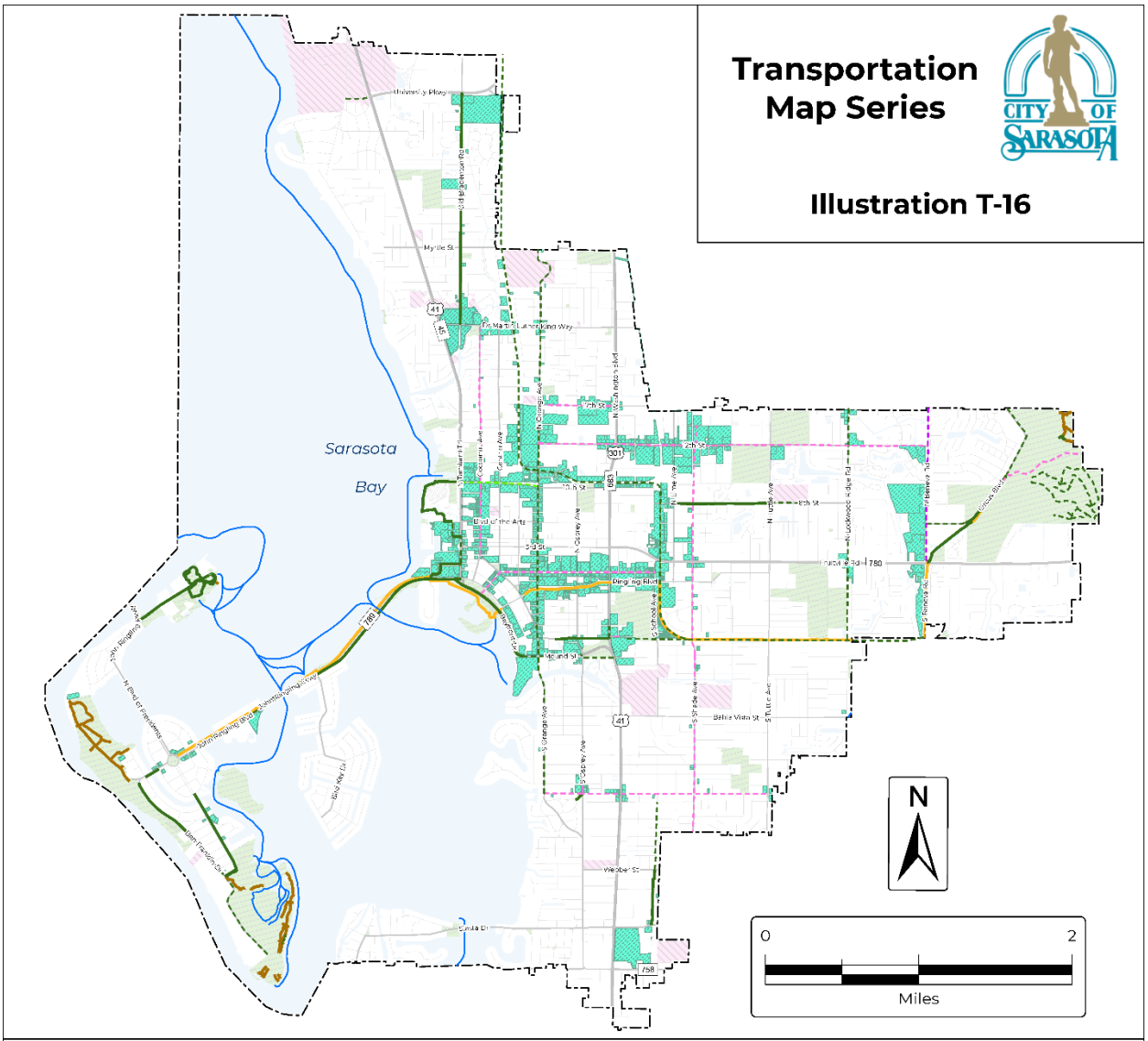
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: Shared & Yield Street eligibility has been preliminarily assigned based upon Pg. 70 - 71 of the 2024 Engineering Design Criteria Manual. Final Street Type determination shall be assigned on a case-by-case basis. DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:20 PM

T-16 – Proposed Trail-Oriented Development (TrOD) Parcels



Proposed Trail-Oriented Development (TrOD) Parcels

Gulf Coast Trail Network
- Existing
- Programmed

City of Sarasota Planned Trail Network
- Existing Multi-Use Path
- Planned Multi-Use Path
- Multi-Use Path (CIP)
- Planned Multi-Use Path (Funded)
- Planned Multi-Use Path (In Construction)
- General Use Trail
- Paddle Trail

Office, Commerical, Mixed-Use, or Vacant Parcels
- Proposed for TRoD

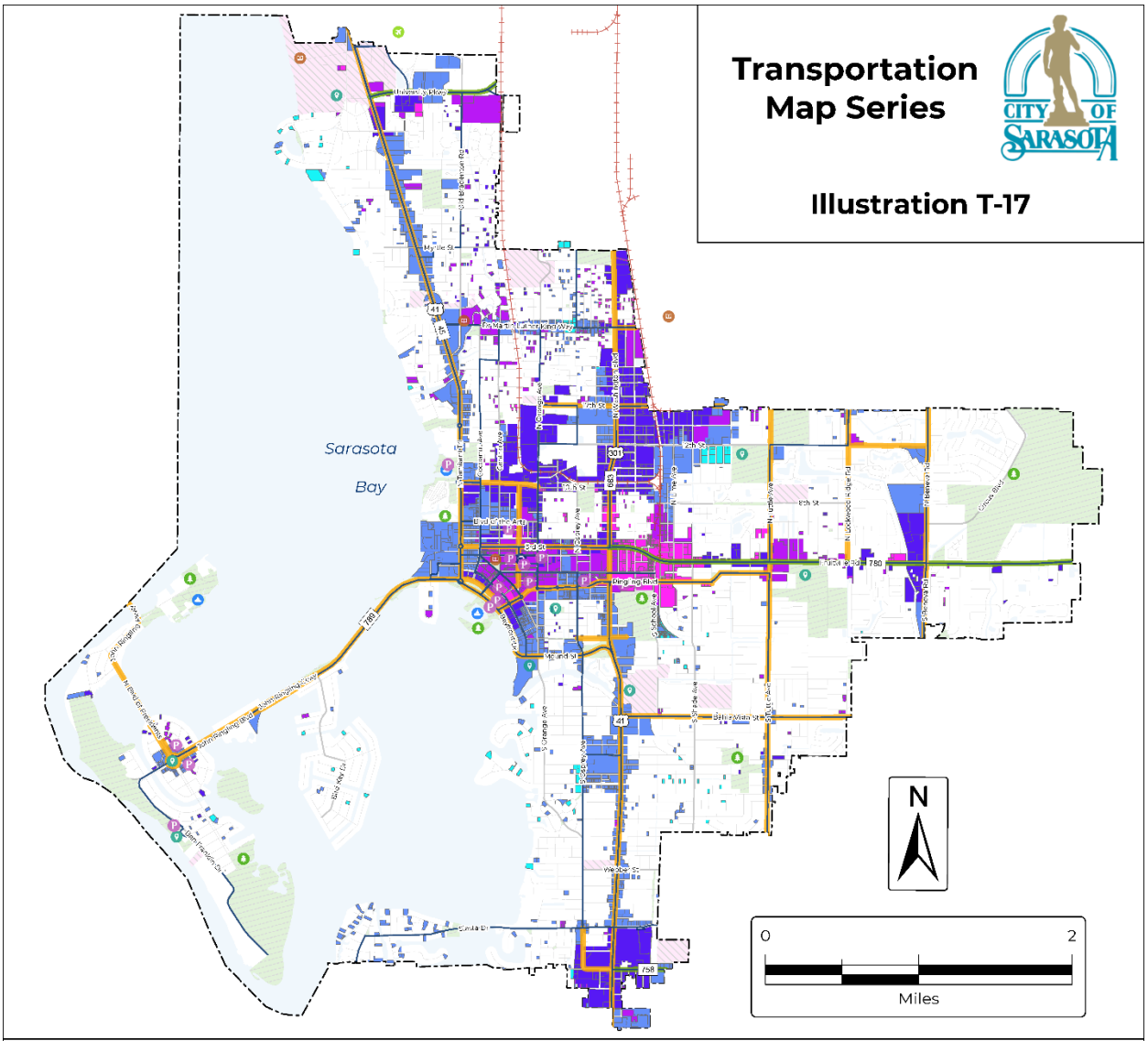
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: Proposed parcels are listed as either Office, Commercial, Mixed-Use or Vacant within the Sarasota County Property Owner Appraiser's database. These parcels falling within 150' of the existing and planned trail network have been proposed to be included as TRoD Parcels. DRAFT MAP

Source: Florida Department of Transportation Systems Implementation Office
Florida Department of Environmental Protection Office of Greenways and Trails, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office, Sarasota County GIS, FDCP

Map Date: 4/22/2026 12:21 PM

T-17 –Potential Light Rail Hubs



Potential Light Rail Hub Parcels

Activity Centers
- Park
- Attraction
- Education
- Transit
- Airport
- Water
- Parking Hub

Functional Classifications
- Interstate Connector
- Major/Minor Arterials

Breeze Transit
- Routes

Seminole Gulf Railway
- Railroad Line

Potential to Serve as Light Rail Hubs
- Very Low
- Low
- Moderate
- High
- Very High

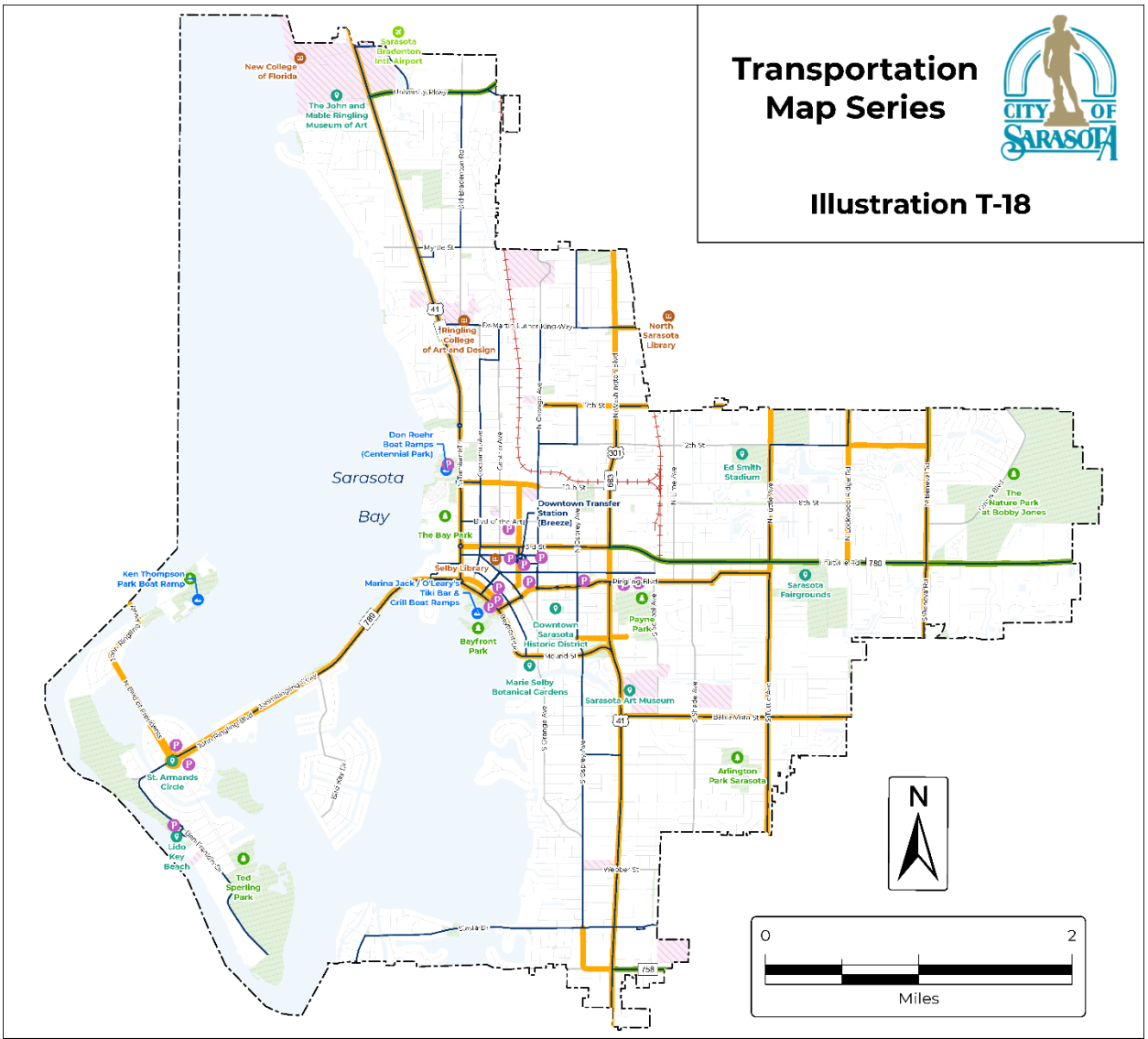
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: Proposed parcels are listed as either Office, Commercial, Mixed-Use or Vacant within the Sarasota County Property Owner Appraiser's database. Parcels have been assigned a Potential Light Rail Hub Proximity Benefit Value by determining their proximity to various activity centers. Vacancies and vacant parcels adjacent to other vacant parcels were provided additional score. DRAFT MAP

Source: Florida Department of Transportation, Freight and Rail (FRO) Office, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:21 PM

T-18 – Activity Centers



Activity Centers

Activity Centers
- Park
- Attraction
- Education
- Transit
- Airport
- Water
- Parking Hub

Functional Classifications
- Interstate Connector
- Major/Minor Arterials

Breeze Transit
- Routes

Seminole Gulf Railway
- Railroad Line

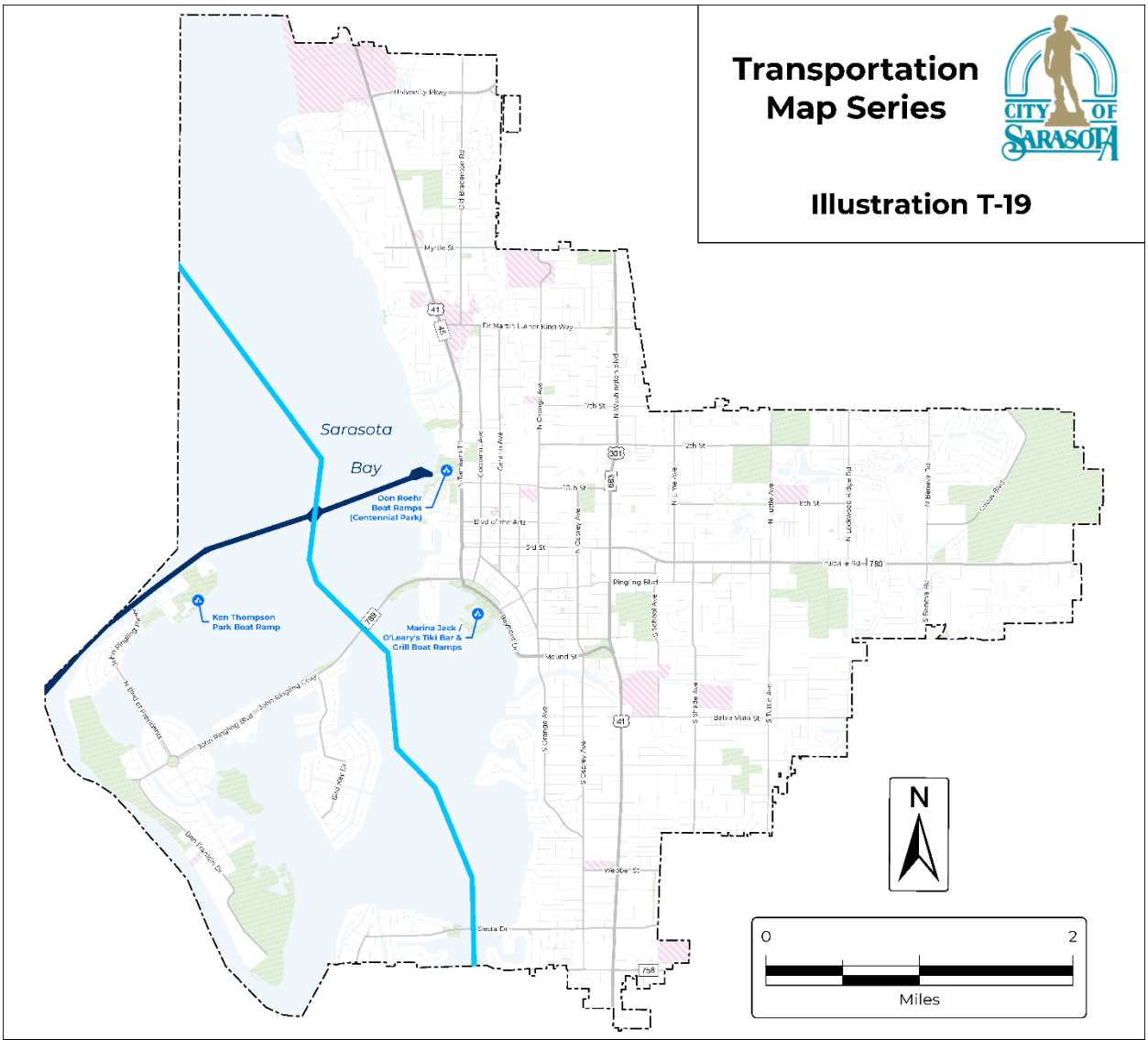
Municipal Boundaries
- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: Florida Department of Transportation, Freight and Rail (FRO) Office, FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

Map Date: 4/22/2026 12:21 PM

T-19 – Water Transit Routes & Docks



Water Transit Routes & Docks

Water Transit

- Gulf Intracoastal Waterway (GIWW) to Anclote River Route
- New Pass Route
- Dock Locations

Municipal Boundaries

- Parks
- Schools
- City of Sarasota Municipal Limits

Note: DRAFT MAP

Source: FDOT, Transportation Data & Analytics Office, FDOT, Transportation Data & Analytics Office., Sarasota County GIS, FDEP

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Support Document

4. Support Document

Planning Context

Growth Trends and Forecasts

The City of Sarasota is a maturing coastal city. Unlike rapidly expanding greenfield jurisdictions, future growth through the 2055 planning horizon will occur primarily through redevelopment, infill, vertical mixed-use development, and corridor intensification rather than outward expansion.

Historic Growth Patterns

Over the past several decades, Sarasota has experienced:

- Steady residential redevelopment in the Downtown Core and surrounding neighborhoods;
- Increased mixed-use and mid-rise residential construction in proximity to commercial corridors;
- Continued investment in the Newtown Community Redevelopment Area (CRA); and
- Ongoing reinvestment along major thoroughfares such as U.S. 41 and U.S. 301.

Because the City is substantially built-out, transportation impacts are increasingly related to network efficiency, intersection operations, safety, and multimodal capacity rather than roadway expansion.

Population and Employment Projections

Population and employment projections used in this document are derived from the Sarasota-Manatee Metropolitan Planning Organization (MPO) long-range transportation planning process and other adopted regional forecasts. These projections establish:

- A short-term planning horizon consistent with MPO modeling cycles; and
- A long-term 2055 planning horizon consistent with the Comprehensive Plan update.

While overall population growth within City limits is expected to be moderate compared to surrounding unincorporated areas, the concentration of employment, cultural destinations, medical facilities, and governmental services within the City results in high daily in-commuting volumes. Transportation planning must therefore account not only for resident growth but also for workforce, visitor, and seasonal travel demand.

Redevelopment Versus Greenfield Growth

Future development patterns are expected to emphasize:

- Downtown residential intensification;
- Mixed-use redevelopment along transit-served corridors;
- Adaptive reuse of commercial properties;
- Strategic infill within established neighborhoods; and
- Continued revitalization within the Newtown CRA.

Because outward expansion is constrained by municipal boundaries and surrounding jurisdictional development, the City must manage transportation performance within existing right-of-way and a constrained urban grid.

Land Use in Transportation

The City of Sarasota is characterized by diverse land use patterns that shape its transportation needs and opportunities. Land use patterns influence travel behavior, infrastructure demands, and the overall mobility of residents, the workforce, and businesses. This section provides an overview of land use patterns in the city, highlighting how they relate to the transportation system and potential strategies.

Downtown Area

The Downtown Area represents the highest intensity mixed-use environment in the City. It functions as:

- The primary employment center
- A regional cultural and tourism destination
- A hub for public services
- A focus of residential redevelopment

Transportation in this area prioritizes walkability, bicycle access, transit connectivity, curb management, and structured parking strategies. The dense, interconnected street grid supports multimodal travel and reduced vehicle dependence.

Mixed-Use Nodes

Outside the Downtown Area , several mixed-use nodes and corridor segments function as neighborhood-scale activity centers. These areas:

- Provide local retail and services
- Support transit stops and pedestrian activity
- Serve as transition areas between residential neighborhoods and commercial corridors

Transportation design in these areas must balance access management, pedestrian comfort, transit reliability, and vehicular circulation.

Established Neighborhoods

The City contains stable residential neighborhoods characterized by a fine-grained street network and a strong sense of place. Transportation planning in these areas focuses on:

- Traffic calming
- Sidewalk continuity
- Safe crossings to schools and parks
- Speed management consistent with target speeds established in the Engineering Design Criteria Manual (EDCM)
- Protection from excessive through-traffic diversion

Commercial Corridors

Major corridors such as U.S. 41, U.S. 301, Fruitville Road, Bee Ridge Road, Beneva Road, and Tuttle Avenue function as primary connectors between the City and surrounding jurisdictions. These corridors:

- Carry significant commuter and regional traffic
- Serve adjacent commercial and institutional land uses
- Include facilities under FDOT or Sarasota County jurisdiction

Transportation planning along these corridors emphasizes operational improvements, multimodal retrofits, access management, and safety enhancements within constrained right-of-way.

Newtown Redevelopment Area

The Newtown area remains a key focus for reinvestment. Transportation strategies in this area support:

- Infill and mixed-use redevelopment
- Transit-oriented land use patterns
- Pedestrian-scale corridor improvements
- Preservation of neighborhood character

Context Sensitivity

The City of Sarasota applies a context sensitive approach to transportation planning and roadway design consistent with Chapter 3, Street Design, of the Engineering Design Criteria Manual (EDCM). Context classification categorizes a street based on its surrounding land use, travel patterns, user types, and its role in the transportation network, ensuring that roadway improvements respond to community character and functional needs. City of Sarasota's seven context classifications, organized into Urban, Suburban, and Special District categories, guide both public capital projects and private development improvements.

In accordance with the EDCM, applicable roadway enhancements, including bicycle facilities, sidewalks, curb and gutter, streetscape elements, and other required features, must align with the roadway's designated context classification. This framework supports the Transportation Chapter's commitment to safety, multimodal accessibility, neighborhood compatibility, and design solutions that reflect the City's evolving urban environment.

Development Pattern

Sarasota's urban development pattern presents both opportunities and constraints:

- Limited availability for roadway widening
- Mature tree canopy and established streetscapes
- Historic structures and cultural resources
- Coastal and waterfront environmental constraints
- Constrained bridge crossings and evacuation routes

As a result, the City's transportation strategy emphasizes:

- Operational improvements
- Multimodal capacity enhancements
- Signal optimization
- Curb and parking management
- Transportation Demand Management (TDM)
- Safety-driven street design

Because the addition of general-purpose lanes is often infeasible, performance management relies on context-based design and multimodal investment rather than expansion of roadway footprint.

Policy Framework

Transportation planning in Sarasota operates within a coordinated multi-level policy framework.

State Policies and Plans

The City coordinates with the Florida Department of Transportation (FDOT) and aligns with:

- The Florida Transportation Plan
- The Strategic Intermodal System (SIS)
- FDOT context classification guidance
- Statewide safety and resiliency initiatives

State law (Chapter 163, Part II, Florida Statutes) requires coordination of land use and transportation planning and allows local governments to adopt alternative mobility performance standards in urban contexts.

Regional Policies and Plans

The Sarasota-Manatee MPO prepares the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). These documents:

- Provide regional travel demand modeling
- Identify cost-feasible transportation projects
- Establish funding priorities

The City coordinates its Capital Improvements Program with MPO-adopted projects to ensure financial feasibility and consistency.

Local Plans and Programs

The Transportation Chapter is implemented through and coordinated with a comprehensive set of adopted local and regional plans that collectively establish the City's mobility vision, performance expectations, design standards, funding mechanisms, and capital priorities.

The following plans and programs provide the technical foundation for the Context-Based Performance Framework, ensuring that safety, multimodal accessibility, target speed alignment, redevelopment support, and financial feasibility are consistently applied across project planning, development review, and capital programming. Together, they integrate policy direction with implementation tools into a unified mobility management system.

- Sarasota in Motion Transportation Master Plan
- Multimodal Connections Plan
- Engineering Design Criteria Manual (EDCM)
- Breeze Transit Development Plan
- Sarasota County Safety Action Plan
- Traffic Calming Plan
- Downtown Master Plan

- The Capital Improvement Program (CIP)
- Multimodal Transportation Impact Fee (MMTIF) Program

Table T-2 on the following page summarizes how each adopted plan or program is integrated into and implemented through this Transportation Chapter.

Table T - 2: Integration of Adopted Transportation Plans and Programs

Adopted Plan/ Program	Status	Primary Directives	Implementation in Transportation Chapter
Sarasota in Motion – Transportation Master Plan	Accepted by City Commission (2020)	Safety-first framework; multimodal mobility; balanced; climate preparedness; reinvestment in existing corridors	Establishes safety as primary capital priority; replaces LOS with context-sensitive V/C framework; integrates multimodal accessibility into development review; aligns capital programming with safety and balance,
Engineering Design Criteria Manual (EDCM)	Adopted (2024 update)	Context classifications; modal hierarchy; target speeds; multimodal design standards	Applies context-based performance expectations; calibrates V/C thresholds by context; incorporates target speed consistency; requires context-sensitive design in capital programming and development review
Multimodal Connections Plan	Adopted (2019)	Pedestrian and bicycle gap closure; network connectivity; destination access	Identifies sidewalk and bicycle completion as capital priority; incorporates multimodal connectivity metrics; coordinates CIP with priority corridors
Transit Development Plan (Breeze Transit)	Adopted (2025 update)	Service reliability; accessibility; route optimization; transit-supportive development	Integrates transit reliability into monitoring; supports signal coordination along transit corridors; funds transit-supportive infrastructure through MMTIF; enhances ADA access to stops

Adopted Plan/ Program	Status	Primary Directives	Implementation in Transportation Chapter
Safety Action Plan	Adopted (2025)	High Injury Network identification; reduction of serious injuries and fatalities; context-based speed management	Establishes safety as primary performance indicator; prioritizes high-injury corridors in CIP; integrates crash monitoring; applies target speed consistency and intersection redesign strategies
Traffic Calming Plan	In Progress (2026)	City wide speed management; neighborhood focus; context-based treatments	Integrates traffic calming into residential mobility strategy; supports lower target speeds in neighborhood contexts; aligns calming treatments with EDCM classifications
Downtown Master Plan	Adopted (2002) Update in-progress (2026)	Compact mixed-use development; pedestrian priority; structured parking; streetscape enhancement	Applies urban performance expectations; incorporates prior TCEA principles into unified city framework; emphasizes curb management and pedestrian priority in downtown context
Multimodal Transportation Impact Fee (MMTIF) Program	Ongoing program	Proportionate mitigation of development impacts; multimodal funding eligibility	Coordinates impact fee expenditures with CIP; funds multimodal capacity improvements; supports context-sensitive mitigation

Adopted Plan/ Program	Status	Primary Directives	Implementation in Transportation Chapter
Sarasota/Manatee MPO LRTP & TIP	Ongoing coordination	Regional modeling; cost-feasible project identification; funding eligibility	Utilizes MPO projections; aligns CIP with cost-feasible plan; ensures financial feasibility and statutory consistency
Capital Improvements Program (CIP)	Updated annually	Financially feasible; project scheduling; implementation mechanism	Establishes prioritization criteria; coordinates with mobility management

Regional Connectivity and Intergovernmental Coordination

Sarasota functions as an employment, cultural, and service hub within the region. Daily travel demand reflects strong connections to:

- Unincorporated Sarasota County
- The City of Bradenton and Manatee County
- Regional medical facilities
- Educational institutions
- Coastal and tourism destinations

Effective transportation planning requires ongoing coordination with:

- Sarasota County Breeze Transit
- Sarasota-Manatee MPO
- FDOT District One
- Sarasota Manatee Airport Authority
- Adjacent municipalities

Climate, Coastal, and Environmental Considerations

Sarasota's coastal location introduces transportation vulnerabilities related to:

- Sea level rise
- Storm surge
- Extreme rainfall and flooding
- Heat impacts on pavement and users
- Evacuation route capacity constraints

Transportation planning must integrate resiliency considerations into design, capital programming, and asset management to ensure long-term system reliability through the 2055 horizon.

5. Demographics and Travel Behavior

Demographic and socioeconomic characteristics directly influence travel demand, mode choice, peak period travel patterns, safety exposure, and access to transportation infrastructure. Understanding population composition, age distribution, income levels, housing characteristics, vehicle availability, disability status, language proficiency, and commuting behavior are essential to align transportation investments with community needs.

This section summarizes key demographic and travel behavior trends within the City of Sarasota that inform safety prioritization, multimodal planning, equity considerations, and capital programming decisions.

Unless otherwise noted, data are derived from the U.S. Decennial Census and the 2020–2024 American Community Survey (ACS) 5-year estimates, as compiled in the most recent Sociocultural Data Report (FDOT). Supporting demographic analysis is provided in **Appendix 1: Demographic Data Report**.

Population Trends

The 2020–2024 ACS estimates indicate continued growth within the City of Sarasota, with total population increasing from 55,205 in 2020 to 57,398 in 2024. Total households increased from 25,331 to 25,977 during the same period, and average people per acre rose to 7.93, reflecting increasing urban density within the City's 24.09 square miles. Average household size has remained relatively stable at approximately 2.18 people per household. These trends indicate that growth within the City is occurring through infill and redevelopment rather than outward expansion.

Continued increases in density and household concentration are expected to elevate multimodal travel demand in urbanized areas. The City's relatively modest household size supports continued demand for smaller housing units, which are typically located in downtown and corridor settings that are conducive to walking, bicycling, and transit use.

Aging Population

Sarasota's population continues to age. The median age is 50, up from 44 in 2010. Approximately 28.95% of residents are age 65 or older. This demographic pattern increases the importance of age-responsive transportation design, including ADA-compliant sidewalks, shorter crossing distances, enhanced lighting, protected turn phases, and signal timing that accommodates slower walking speeds. The aging population also reinforces the need for accessible transit stops, paratransit coordination, traffic calming in residential areas, and street designs that emphasize safety and comfort for vulnerable users.

Income and Poverty

Median household income in Sarasota reached $83,416 in the 2020–2024 ACS estimate, with median family income at $102,230; however, approximately 8.59% of residents live below the poverty level. While incomes have risen, transportation affordability remains an important consideration. Reliable transit, safe walking and bicycling infrastructure, and practical multimodal options help reduce household transportation cost burdens and support economic participation.

Disability

Approximately 9.07% of residents age 20–64 report a disability. This underscores the need for consistent application of universal design standards, including ADA-compliant sidewalks, curb ramps, tactile warning surfaces, audible pedestrian signals, and accessible transit facilities. Sidewalk maintenance and continuous pedestrian pathways are particularly important for residents with mobility limitations.

Educational Attainment

Educational attainment levels remain high, with 94.76% of residents age 25 and older holding a high school diploma or higher and 40.81% holding a bachelor's degree or higher. Higher educational attainment often correlates with professional employment and flexible work arrangements, including remote and hybrid work patterns, which may moderate peak-hour congestion growth and influence travel demand trends.

Race and Ethnicity

Sarasota has become more diverse over time, with 36.49% of residents identifying as minority and 17.92% identifying as Hispanic or Latino in the 2020–2024 ACS estimate. The population reporting two or more races has also increased. Transportation planning must account for this diversity through inclusive outreach practices, accessible communication strategies, and balanced infrastructure investment that supports access to employment, education, and community services across neighborhoods.

Housing Characteristics

Housing growth and urban intensification continue, with total housing units increasing to 32,772 and units per acre rising from 3.31 in 1990 to 3.98 in the 2020–2024 period. Multifamily development has expanded, supporting transit viability and walkability. Although the share of households without a vehicle declined from 12.60% in 1990 to 6.76% in 2020–2024, a portion of residents remain vehicle-limited,

reinforcing the importance of accessible multimodal options and context-sensitive parking and curb management strategies in denser areas.

Language

Approximately 7.68% of residents speak English less than “very well,” indicating the need for multilingual outreach where appropriate and clear, universally designed signage and wayfinding systems. Effective communication supports public engagement, safety awareness, and understanding of available mobility options.

Residential Mobility

Recent ACS data indicate ongoing residential mobility and in-migration within the broader region, with shifts in household tenure over time. Population turnover can influence travel patterns and corridor demand, underscoring the importance of clear information about transit services, multimodal facilities, and integrated mobility tools for new residents.

6. Existing Transportation System Inventory

The City of Sarasota's transportation system consists of a mature, interconnected urban grid supported by regional corridors, transit services, pedestrian and bicycle facilities, parking infrastructure, freight access routes, aviation facilities, and coastal evacuation routes.

As a largely built-out community, the City's transportation system must accommodate growth, redevelopment, tourism, and regional travel demand primarily within existing right-of-way. This section inventories the existing multimodal transportation system as the basis for performance evaluation and identification of future needs.

The inventory presented in this section establishes the baseline physical and operational characteristics of Sarasota's transportation system.

The Transportation Chapter Map Series is included in **Appendix 3**.

Thoroughfare Network

Functional Classification

The City's roadway network is organized by functional classification to reflect its role in regional and local mobility. The roadway network includes:

- Interstate Connectors (e.g., University Parkway, Fruitville Road)
- Major/Minor Arterials (e.g., U.S. 41, Tuttle Avenue)
- Major/Minor Collectors (e.g., Orange Avenue, 12th Street)
- Local streets serving neighborhoods and mixed use areas

Major and minor arterials provide regional connectivity and accommodate significant commuter, freight, and visitor traffic. Collectors distribute traffic between arterials and neighborhoods or commercial areas, while local streets provide direct property access and support neighborhood-scale mobility.

The Thoroughfare Plan map (see **Illustration T-01**) reflects functional classification for regional mobility purposes. Functional classification identifies a roadway's role within the broader network, while adopted context classifications in the EDCM govern performance expectations, target speeds, and design treatments under the City's Mobility Management Framework.

Jurisdictional Responsibilities

Roadway jurisdiction within the City includes:

- Florida Department of Transportation (FDOT) facilities (e.g., U.S. 41, U.S. 301)
- Sarasota County facilities

- City-owned and maintained roadways

Coordination across these jurisdictions is essential for signal timing, access management, corridor retrofits, and safety improvements.

Network Characteristics

The City's roadway network is characterized by:

- A connected downtown grid pattern
- Constrained bridge crossings to the barrier islands
- Limited opportunities for roadway widening
- Mature streetscapes and tree canopy
- High pedestrian activity in mixed-use areas

Because of right-of-way constraints, system performance relies on operational efficiency, signal coordination, intersection redesign, access management, and multimodal capacity rather than expansion of general-purpose lanes.

Evacuation Routes

Several arterial corridors function as designated hurricane evacuation routes, particularly those connecting the mainland to barrier islands and regional shelters. Maintaining operational integrity during emergency events is a critical component of transportation system management.

Transportation System Performance

V/C Conditions

Consistent with the City's updated performance framework, roadway performance is evaluated using V/C. V/C provides a clearer planning level indicator of corridor demand relative to available capacity and better reflects conditions within a substantially built out urban environment.

While LOS terminology may occasionally be referenced for coordination with external agencies such as the Florida Department of Transportation and the Sarasota-Manatee MPO, the Transportation Chapter does not establish LOS letter grade standards, concurrency thresholds, or required minimum grades. LOS is not used as a regulatory trigger and does not serve as a justification for roadway widening. It functions only as contextual reference information when needed for communication or comparative purposes.

Corridors approaching or exceeding adopted V/C thresholds are typically major arterials serving regional commuter flows, bridge approaches, or key intersections within downtown and primary corridor environments. In these areas, right of way constraints and surrounding land use patterns limit traditional capacity expansion options.

Given right-of-way constraints, congestion mitigation strategies focus on operational and system management approaches rather than roadway expansion. These strategies may include signal retiming and coordination, intersection reconfiguration within existing pavement, access consolidation, targeted turn lane modifications, and transportation demand management strategies that reduce peak hour demand.

System performance decisions are grounded in safety, multimodal accessibility, reliability, and consistency with adopted context classifications rather than the pursuit of a specific LOS letter grade.

Intersection Performance

Intersection performance within urban environments is influenced by multiple factors beyond vehicle delay. Pedestrian crossing phases, transit dwell times, curbside loading and delivery activity, special event traffic, and seasonal variation all affect operational conditions.

Intersection design must therefore balance vehicular throughput with pedestrian safety, transit reliability, bicycle access, and overall multimodal function. In Downtown Core and Urban Village contexts, moderate congestion levels may be acceptable where they support safer crossings, improved placemaking, and economic vitality.

The City's performance framework recognizes that streets serve multiple functions. Intersection improvements are evaluated not only for vehicle efficiency but also for their contribution to safety outcomes and network-wide multimodal performance.

Pedestrian System

Sidewalk Network

The City maintains sidewalks throughout most developed areas, with higher coverage in the Downtown Core and established neighborhoods. Gaps remain in certain older corridors and industrial areas.

Crossings and Safety

Pedestrian safety infrastructure includes:

- Marked crosswalks
- Pedestrian refuge islands
- Rapid Rectangular Flashing Beacons (RRFBs)
- Signalized intersections with pedestrian countdown timers

Given the aging population, pedestrian safety remains a primary focus of system improvements.

ADA Compliance

Sidewalk ramps, detectable warnings, and accessible crossings are gradually being upgraded to meet ADA standards. Continued investment is necessary to eliminate barriers and ensure system-wide compliance.

Bicycle Network

On-Street Facilities

Bicycle facilities include:

- Designated bicycle lanes
- Shared lane markings (“sharrows”)
- Buffered bicycle lanes in select corridors

Past planning efforts emphasized re-striping and right-of-way reallocation to create bicycle lanes within constrained urban cross-sections.

Off-Street Trails

The Legacy Trail and associated trailheads provide regional connectivity and recreational cycling opportunities. These facilities connect neighborhoods, parks, and commercial areas and support both recreational and utilitarian trips by not having to mix with heavy motorized traffic.

Bicycle Parking

City regulations require bicycle parking in new development. Secure storage, racks, and integration with transit facilities support multimodal connectivity.

Transit System

Fixed-Route Transit

Transit service within the City is provided by Sarasota County Breeze Transit. The system includes:

- Fixed-route bus service
- A downtown transfer facility
- Bicycle racks on buses

Transit routes primarily serve major corridors and connect residential areas to employment centers, medical facilities, and educational institutions.

Transit Infrastructure

Transit infrastructure includes:

- Bus stops and shelters
- ADA-accessible boarding areas

- Bicycle racks at select transit centers

Paratransit and Specialized Transportation

Complementary ADA paratransit service supports individuals with disabilities. Demand for these services is influenced by the City's aging population profile.

Water-Based Transit Facilities

Water-based transit facilities and dock locations are identified in the Transportation Map Series (see **Illustration T-19**). These facilities support multimodal connectivity, coastal access, and potential emergency redundancy functions, particularly in barrier island and waterfront contexts. While currently limited in scope, water transit infrastructure may play an expanded role in long-term resiliency planning and evacuation strategy coordination.

Parking System

Public Parking Supply

The Downtown Core includes:

- Structured parking garages
- Surface lots
- On-street metered parking

Residential and Commercial Parking

Parking supply outside downtown is typically surface-based and associated with commercial centers and multifamily developments.

Curb Management

Increasing redevelopment intensity has elevated the importance of:

- Loading zones
- Rideshare pickup/drop-off areas
- Short-term delivery access
- Micromobility parking

Effective curb management is increasingly critical to corridor performance and safety.

Freight and Goods Movement

Freight activity within the City primarily consists of:

- Local delivery vehicles
- Service vehicles

- Limited through-truck traffic on designated corridors

Industrial and commercial corridors accommodate goods movement while balancing pedestrian and bicycle activity in mixed-use areas. Urban freight management strategies must account for constrained rights-of-way and high curb demand.

Aviation

The Sarasota Bradenton International Airport (SRQ) serves regional and national air travel demand and influences traffic patterns along U.S. 41 and University Parkway corridors.

Airport access corridors must accommodate:

- Passenger vehicle traffic
- Rental car and shuttle services
- Service and freight vehicles
- Hotels

Airport compatibility considerations influence land use and transportation coordination near flight paths and approach zones.

Rail

Freight rail corridors pass through the region, though passenger rail service is not currently provided within City limits. The City monitors potential future passenger rail opportunities and coordinates with regional transportation planning agencies regarding long-term intercity rail initiatives. South of Downtown, the corridor has been transferred into the Legacy Trail.

Parks, Schools, and Community Facilities

Safe access to schools, parks, community centers, assisted housing, and healthcare facilities is an important component of system design and capital programming. The City contains numerous parks, schools, cultural facilities, healthcare centers, assisted housing facilities, and community centers. These facilities generate significant pedestrian, bicycle, and vehicular activity and represent key origins and destinations for multimodal travel.

System Constraints and Opportunities

The existing transportation system is shaped by:

- Coastal geography and bridge crossings
- Mature urban development
- Limited right-of-way expansion capacity

- Historic and environmental preservation areas
- High seasonal visitation patterns

Opportunities include:

- Signal optimization and intelligent transportation systems
- Reallocation of existing roadway space
- Multimodal retrofits
- Demand management
- Transit service improvements
- Micromobility integration

7. System Performance and Conditions

The City evaluates transportation system performance through a Context-Based Performance Framework that integrates roadway operations, safety outcomes, multimodal accessibility, land use intensity, and resiliency considerations. This framework reflects Sarasota's largely built-out urban form and aligns performance evaluation with adopted context classifications in the EDCM.

Illustration T-1: How Transportation Performance is Managed in an Almost Built-Out City

The City applies differentiated performance expectations that consider context, safety, multimodal function, and fiscal feasibility.

This framework establishes the technical foundation for the Mobility Needs Assessment, the Concurrency and Mobility Management provisions, Capital Improvements Program coordination, and ongoing system monitoring.

Context-Based Performance Framework

The Context-Based Performance Framework establishes how transportation conditions are evaluated and how improvement priorities are determined.

Core Components

The framework integrates:

- Adopted EDCM context classifications;
- A modal hierarchy prioritizing vulnerable roadway users;
- V/C ratios as planning-level performance indicators;
- Target speed alignment by context;
- Safety-driven corridor prioritization;

- Multimodal accessibility expectations; and
- A hierarchy of operational improvements before capacity expansion.

This integrated structure ensures transportation performance supports neighborhood livability, economic vitality, redevelopment objectives, and climate resilience.

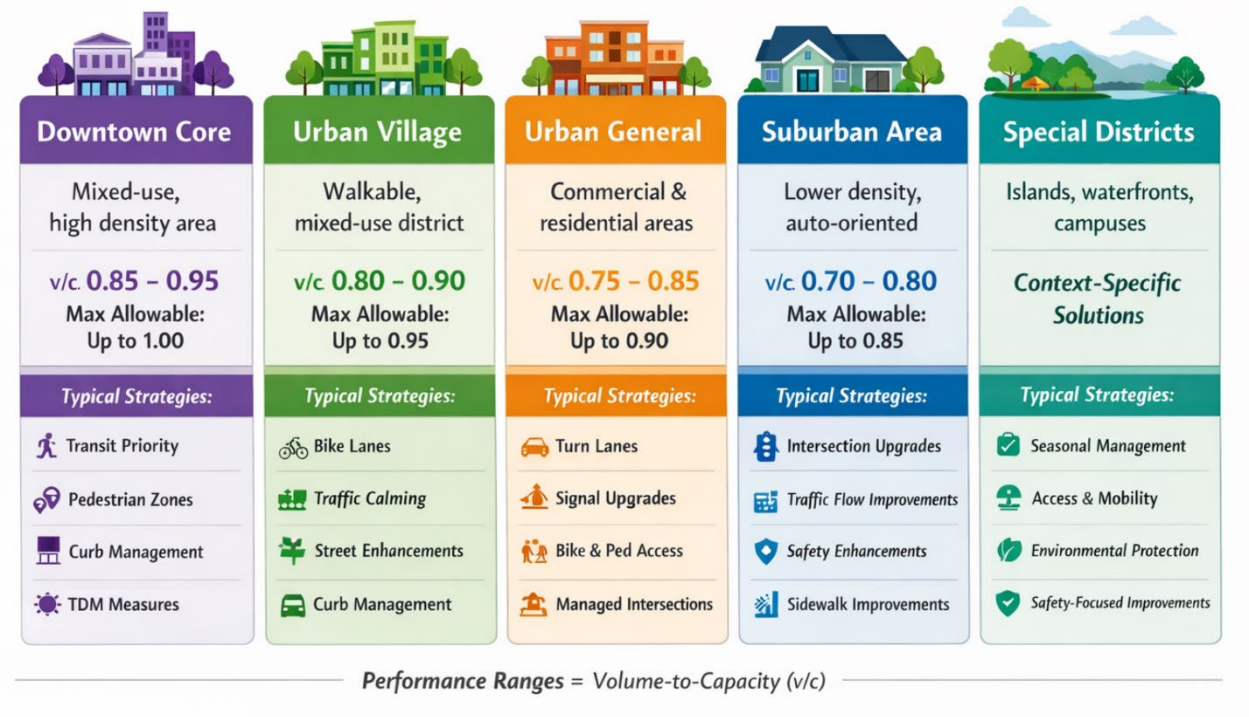
Illustration T - 2: Context Based Transportation Performance Graphic Based on Table T-1

Roadway Performance (V/C and Operations)

The City uses the V/C ratio as a planning-level indicator of roadway operating conditions. V/C reflects the relationship between traffic demand and available roadway capacity and is evaluated in conjunction with adopted context classifications.

Interpretation of roadway performance is governed by the context-specific V/C targets and maximum allowable thresholds established in **Table T-1**. These targets guide system monitoring, capital improvement prioritization, and development impact review. V/C ratios do not serve as a basis for development denial.

When corridors approach or exceed adopted planning targets, the City evaluates:



- Crash history and safety trends
- Multimodal connectivity and accessibility gaps

- Consistency between observed operating speeds and adopted target speeds
- Transit operations and reliability
- Land use intensity and redevelopment patterns
- Financial feasibility of potential improvements

Operational strategies, safety enhancements, and multimodal improvements are evaluated prior to consideration of general-purpose lane expansion.

Safety Performance

Safety is the primary transportation performance priority.

The City monitors crash data, including serious injury and fatal crashes, using multi-year trend analysis. Corridors identified as part of the High Injury Network receive priority for operational redesign, multimodal retrofits, speed management, and intersection improvements.

Safety performance evaluation includes:

- Serious injury and fatal crash trends
- Pedestrian and bicycle crash concentrations
- Intersection crash patterns
- Speed-related crash indicators
- Vulnerable user exposure

Safety-driven prioritization may supersede congestion-related considerations where conflicts arise.

Safety Performance Targets

The City adopts the following safety performance objectives:

- Reduction in serious injury and fatal crashes over rolling five-year averages
- Annual reduction in pedestrian- and bicycle-involved serious injuries
- Prioritization of High Injury Network corridors in capital programming

Corridors classified within the High Injury Network receive priority ranking within the Capital Improvements Program regardless of V/C status. Where crash rates exceed citywide averages for similar functional classifications, safety mitigation is addressed before capacity expansion is considered.

Multimodal Hierarchy

Consistent with Sarasota in Motion and the EDCM, transportation performance decisions reflect a modal hierarchy that prioritizes:

- Pedestrians, including people with disabilities

- Bicyclists and micromobility users
- Transit riders
- Freight and service access
- General vehicular travel

In higher-intensity contexts, design and operational strategies prioritize vulnerable roadway users over vehicular throughput.

Modal Priority Application Standard

When allocating right-of-way, evaluating development impacts, or prioritizing capital improvements, the modal hierarchy is used to inform design and funding decisions as follows:

- Safety of pedestrians and people with disabilities is not compromised to increase vehicular throughput.
- Bicycle and micromobility accommodation is evaluated before consideration of additional general-purpose vehicle capacity.
- Transit reliability improvements are considered prior to roadway widening in transit-served corridors.
- Freight access is accommodated in a manner consistent with safety priorities and adopted context classifications.
- Vehicular throughput improvements are considered after higher-priority modal needs have been addressed.

This hierarchy is applied in:

- Concurrency review
- Capital Improvements Program prioritization
- Corridor studies
- Right-of-way reallocation decisions

Target Speed and Operational Alignment

Target speeds established in the EDCM guide roadway geometry, signal timing, and operational strategies.

Performance evaluation includes assessment of alignment between observed operating speeds and adopted target speeds for each context classification.

Corridors exhibiting operating speeds inconsistent with adopted targets are prioritized for:

- Traffic calming
- Geometric redesign
- Signal timing adjustments

- Multimodal safety enhancements

Target speed alignment is a key safety and livability strategy within the City's mobility framework.

Target Speed Compliance Standard

For each adopted context classification, the EDCM establishes a target operating speed. Corridors where observed 85th percentile speeds exceed the adopted target speed by more than 5 mph will be designated for corrective evaluation.

Corrective strategies may include:

- Signal timing modification
- Geometric redesign
- Lane reconfiguration
- Traffic calming
- Enforcement coordination

Target speed consistency will be evaluated during:

- Development impact review
- Corridor operational studies
- Capital prioritization scoring

Target speed noncompliance may trigger mitigation requirements independent of V/C conditions.

Multimodal Performance

Multimodal performance is evaluated through:

- Sidewalk and bicycle network connectivity
- ADA accessibility
- Transit stop access and reliability
- Crossing frequency and safety
- Curb management effectiveness
- Network gap analysis

In urban contexts, moderate peak-period congestion may be acceptable where multimodal accessibility is high and safety performance is maintained.

Transit Performance Monitoring

In coordination with Sarasota County Breeze Transit, the City will monitor:

- On-time performance trends
- Stop accessibility (ADA compliance and sidewalk connection)

- Pedestrian walk shed coverage within ¼ mile of fixed-route stops
- Signal coordination impacts on transit corridors

Transit-supportive improvements may substitute for vehicular capacity mitigation in higher-intensity contexts.

Resiliency and Emergency Performance

Transportation infrastructure must remain functional during storm events, flooding, and evacuation conditions. Performance considerations include:

- Flood-prone corridors
- Drainage capacity
- Bridge and causeway reliability
- Barrier island evacuation routes
- Seasonal demand variation
- Coordination with stormwater and hazard mitigation planning

Critical corridors are evaluated for redundancy and operational resilience.

Evacuation Performance Standard

Evacuation-sensitive corridors will be evaluated using both:

- Daily operational V/C conditions
- Modeled emergency clearance performance consistent with regional emergency management planning assumptions

Evacuation analysis will consider whether projected emergency demand materially exceeds modeled throughput capacity under adopted regional clearance scenarios. Where capacity constraints are identified, priority strategies may include:

- Intersection throughput optimization
- Signal timing modifications and preemption capability
- Access management improvements
- Drainage and flood mitigation enhancements
- Network redundancy planning

Evacuation performance will be reviewed in coordination with the Capital Improvements Program, Sarasota County, and regional emergency management partners.

Water-based transit facilities may provide supplemental redundancy during emergency conditions and are considered as part of long-term resiliency planning (see **Illustration T-19**).

8. Planning Level Transportation Performance

Planning-Level Volume to Capacity Screening Factors

Table T-3 presents planning level volume to capacity deduction factors by solution category. These deductions are illustrative and are intended to support early screening, alternative comparison, and prioritization during corridor studies and capital project development.

The values shown represent relative magnitude, not guaranteed outcomes. They are not additive without professional judgment and do not establish concurrency thresholds, mitigation requirements, or development entitlements. Corridor specific analysis remains necessary before implementation decisions are made.

T-3 does not create new standards. It provides technical context to support implementation of the adopted policies reflected in Table T-1.

Table T-1, located within the Transportation Plan section of the Comprehensive Plan, establishes the City's adopted planning level performance framework using volume to capacity ratios. T-1 defines corridor condition ranges and communicates how system performance is evaluated at a policy level.

Table T-3, located within this Supporting Document, provides supplemental technical guidance to assist staff in evaluating potential solution types that may influence corridor level volume to capacity conditions. T-3 is not a policy table and does not modify or override the adopted framework in T-1. Rather, it serves as an internal planning reference tool that illustrates the relative influence of various operational, multimodal, and demand management strategies.

While T-1 defines how performance is measured, T-3 illustrates how different categories of improvements may contribute to system performance when evaluated at a conceptual planning level.

Table T - 3: Planning-Level Volume to Capacity Screening Factors by Transportation Solution Type (Supports Table T – 1)

Solution Category	Example Treatments	Planning-Level V/C Deduction (Decimal)	Primary Mechanism	Typical Contexts
Operational – Signals	Signal retiming, coordination, progression	–0.06	Increases effective capacity	All Contexts
Operational – Intersection Geometry (Existing Pavement)	Re-striping, turn-lane optimization	–0.07	Reduces delay at critical movements	Urban General, Suburban
Access Management	Driveway consolidation, median management	–0.05	Reduces friction and conflicts	Urban General, Suburban
Curbside Management	Loading zones, rideshare zones, time-of-day curb rules	–0.03	Improves lane availability	Downtown Core, Urban Village
Transit Priority	Transit signal priority, queue jumps	–0.03	Improves person throughput	Downtown Core, Urban Village
Transit Stop Enhancements	Shelters, lighting, real-time information	–0.01	Improves transit attractiveness	All Contexts
Protected Bicycle Facility (Network Gap Closure)	Protected bike lane, completing a key gap	–0.04	Reduces auto demand	Urban Contexts
Trail Connectivity and Access	Trail connections, trailheads, safe crossings to trails	–0.03	Shifts short trips to walking and biking	Urban, Suburban
Sidewalk Connectivity + Safe Crossings	Sidewalk gap, new sidewalks, refuge islands	–0.02	Reduces short vehicle trips	Urban Contexts
Neighborhood Bikeways / Greenways	Low-stress bike routes	–0.03	Local trip mode shift	Residential Contexts
Micromobility Management and Hubs	Scooter/bike parking zones, micromobility hubs near transit and trails	–0.02	Improves first/last-mile access	Downtown Core, Urban Village
Transportation Demand Management (TDM)	Employer commute programs, incentives	–0.02	Reduces peak-hour demand	Activity Centers
Parking Management / Pricing	Paid parking, unbundled parking	–0.10	Strong demand reduction	Downtown Core, Urban Village

Solution Category	Example Treatments	Planning-Level V/C Deduction (Decimal)	Primary Mechanism	Typical Contexts
Traffic Calming	Based on Traffic Calming Plan	–0.01	Improves safety and discourages speeding	All Contexts
Safety-Only Treatments	LPIs, lighting, enhanced markings	–0.00	Safety benefit only	All Contexts

Note: Table T – 3 provides planning-level screening values for internal evaluation only. The v/c deductions shown are illustrative, non-binding, and do not represent guaranteed performance outcomes. These values are not additive without professional judgment and do not constitute adopted standards, mitigation requirements, concurrency thresholds, or development entitlements. Transportation system performance decisions remain subject to corridor-specific analysis and the policies adopted in the Transportation Chapter.

Table T–3 does not override or modify Table T-1 in the Transportation Chapter and does not establish enforceable requirements.

Single-Point Deductions

Single-point deductions are used only to show relative magnitude and avoid implying precision or guarantees. Actual outcomes depend on:

1. Corridor geometry
2. Signal spacing
3. Land use context
4. Network completeness
5. Program enforcement

Ranges and formulas are intentionally avoided to prevent misuse.

Source Basis for Volume to Capacity Deductions

The planning level volume to capacity deductions reflected in Table T-3 are grounded in established transportation planning practice, synthesis research, and nationally recognized guidance documents. These values are not derived from a single formula and are intentionally conservative to avoid overstating performance outcomes.

Operational strategies such as signal retiming, coordination, and access management are widely documented to reduce delay and improve effective capacity at signalized intersections, as reflected in the Federal Highway Administration Traffic Signal Timing Manual and planning applications of the Highway Capacity Manual.

Transit priority treatments, including transit signal priority and queue jumps, are supported by FHWA guidance and NCHRP synthesis research demonstrating improved person throughput and transit reliability.

Multimodal network improvements, particularly protected bicycle facilities, trail connectivity, and pedestrian gap closures, are supported by research from the National Association of City Transportation Officials and the FHWA Pedestrian and Bicycle Program, which emphasizes the importance of network completion in reducing short vehicle trips.

Transportation Demand Management strategies, including parking management, employer commute programs, and telework initiatives, are consistently identified by the Institute of Transportation Engineers and FHWA as among the most effective tools for reducing peak period vehicle demand.

Traffic calming and safety countermeasures are primarily implemented to improve safety and livability, with congestion effects that are secondary and context dependent, as documented in FHWA Proven Safety Countermeasures and Vision Zero guidance.

EDCM Context Classifications and Performance Application

The EDCM establishes context classifications based on land use intensity, urban form, and street function. Transportation performance is interpreted relative to these classifications to ensure consistency with adopted land use patterns.

Context-Based Performance Application

This differentiated framework eliminates the need for geographic exception areas by applying context-sensitive standards citywide.

Where conflicts arise between congestion mitigation and safety objectives, safety performance will control capital prioritization and development mitigation strategies.

9. Transportation and Land Use Coordination

Chapter 163, Part II, Florida Statutes requires local governments to coordinate transportation and land use planning to ensure that future growth is supported by adequate mobility infrastructure and financially feasible improvements.

Transportation and land use coordination in Sarasota is implemented through a context-based performance framework, rather than through roadway expansion or uniform vehicular delay standards. Mobility expectations are calibrated to land use intensity, urban form, and adopted context classifications in the EDCM.

The following principles guide implementation:

- Performance expectations vary by context classification and land use intensity
- Safety for vulnerable roadway users is prioritized over vehicular throughput
- V/C ratios are interpreted relative to context rather than as uniform systemwide limits
- Multimodal accessibility is treated as a core performance measure in higher-intensity areas
- Operational and design improvements are evaluated before physical capacity expansion

This section documents how transportation performance expectations are aligned with the Future Land Use Chapter and how differentiated mobility strategies are applied across Downtown, redevelopment areas, corridors, and residential neighborhoods.

Consistency with Future Land Use

The Future Land Use Map establishes the spatial distribution of residential density, commercial intensity, mixed-use districts, institutional uses, and redevelopment areas. The transportation system must support these patterns in a manner that:

- Preserves neighborhood character
- Supports economic vitality and redevelopment
- Promotes safe, accessible multimodal mobility
- Maintains long-term financial feasibility

Because Sarasota is substantially built out, increases in land use intensity are generally accommodated through:

- Infill and vertical development
- Mixed-use redevelopment
- Corridor intensification
- Adaptive reuse of existing structures

Accordingly, transportation performance expectations are calibrated based on the intensity and character of land use, rather than applying uniform congestion standards citywide. Moderate peak-period congestion may be acceptable in higher-intensity urban contexts where multimodal accessibility is strong and safety performance is maintained.

Land Use and Performance Relationship

Transportation performance in Sarasota is interpreted through the lens of context and land use intensity.

Higher-Intensity Mixed-Use Areas

Downtown, urban village, and corridor mixed-use areas are expected to:

- Generate shorter internal trips and higher pedestrian activity
- Support walking, bicycling, and transit as viable travel options
- Require enhanced curb management for deliveries, rideshare, and short-term loading
- Operate at moderate peak-period V/C levels consistent with urban conditions
- Prioritize safety, target speed alignment, and multimodal continuity over vehicular throughput

In these contexts, performance evaluation emphasizes:

- High Injury Network conditions and crash reduction
- Target speed consistency with adopted context classifications
- Multimodal network connectivity and ADA accessibility
- Operational strategies before consideration of lane expansion

The Transportation Map Series (see **Illustration T-17**) identifies Trail-Oriented Development (TrOD) parcels based on proximity to existing and programmed multi-use path networks, including the SUN Trail system. These areas represent opportunities to strengthen multimodal accessibility, reduce vehicle dependency, and align land use intensification with active transportation infrastructure.

The Transportation Map Series (see **Illustration T-18**) identifies Activity Centers and parcels with proximity-based transit hub benefit potential. These areas support long-term transit-supportive development patterns and inform multimodal capital prioritization consistent with the City's safety-first and context-based performance framework. Proximity to transit hubs strengthens the relationship between land use intensity and multimodal accessibility and may influence mitigation strategies under the Mobility Evaluation Sequence.

Lower-Density Residential Areas

Established residential neighborhoods are expected to:

- Prioritize neighborhood safety and traffic calming;
- Maintain lower target speeds consistent with EDCM classifications;
- Emphasize safe pedestrian connectivity to schools, parks, and community facilities; and
- Discourage cut-through traffic that undermines neighborhood livability.

In these areas, transportation performance is evaluated primarily through safety, speed management, and local access considerations rather than regional throughput.

The Transportation Chapter's context-based performance framework therefore ensures transportation expectations remain consistent with adopted land use patterns.

Downtown Mobility Framework

Urban Core Conditions

The Downtown Core functions as the City's highest-intensity mixed-use environment and primary employment center. Under the City's updated, citywide context-sensitive mobility framework, Downtown is no longer treated as a separate concurrency exception area. Instead, differentiated performance expectations are applied through adopted context classifications.

Within Downtown:

- Compact, mixed-use development is encouraged
- Multimodal transportation is prioritized
- Moderate peak-period congestion is recognized as a normal urban condition
- Pedestrian safety and comfort are primary design drivers
- Curb management and transit reliability are critical operational metrics

Development mitigation focuses on:

- Signal timing optimization
- Intersection and crossing improvements
- Transit-supportive infrastructure
- Pedestrian and bicycle connectivity enhancements
- Transportation demand management strategies

Expansion of general-purpose lanes is not the primary strategy for addressing congestion in the Downtown Core. Instead, performance is managed through operational efficiency, safety improvements, and multimodal investment consistent with §163.3180(5), Florida Statutes.

Newtown Transportation Area Mobility Strategy

Redevelopment Context

The Newtown Community Redevelopment Area (CRA) represents a historically significant neighborhood and a priority area for reinvestment. Land use policy supports:

- Mixed-use infill
- Residential density transitions
- Pedestrian-scale corridor design
- Transit-supportive development

Mobility Rationale

Transportation strategies in the Newtown Transportation Area (NTA) are guided by the same context-based performance framework applied citywide but are implemented with particular attention to safety and access to opportunity.

Mobility priorities in the NTA include:

- Safe pedestrian access and crossing improvements
- Transit reliability and stop accessibility
- Preservation of street grid continuity
- Enhanced connections to employment, healthcare, and community services
- Speed management consistent with neighborhood context

Mobility investments in the NTA prioritize improvements that enhance multimodal access and reduce transportation barriers, rather than roadway widening.

Transportation performance expectations in the NTA emphasize:

- Safety outcomes and crash reduction
- Walkability and ADA accessibility
- Multimodal connectivity
- Operational efficiency within existing right-of-way

This approach ensures land use intensification does not disproportionately burden vulnerable populations and aligns mobility investment with access objectives.

Corridor Intensification

Corridor Role

Major corridors such as U.S. 41, U.S. 301, Fruitville Road, Bee Ridge Road, Beneva Road, and Tuttle Avenue function as:

- Regional connectors
- Transit corridors
- Commercial activity spines

- Access points to Downtown and neighborhoods

These corridors are expected to accommodate moderate land use intensification consistent with the Future Land Use Map and adopted context classifications.

Intensification Implications

Corridor intensification is managed through context-sensitive operational and design strategies rather than roadway widening. Performance management emphasizes:

- Access management and driveway consolidation
- Intersection operational upgrades within existing right-of-way
- Protected or buffered bicycle facilities where feasible
- Transit stop enhancements and pedestrian connectivity
- Target speed alignment consistent with corridor context
- Curbside allocation policies to manage loading and short-term activity

Where V/C ratios approach planning thresholds, the City evaluates:

- Crash history and High Injury Network status
- Multimodal connectivity gaps
- Transit performance
- Land use intensity and redevelopment objectives
- Feasibility of operational improvements

This approach ensures corridor performance supports economic activity while prioritizing safety, multimodal accessibility, and fiscal responsibility.

10.Transportation and Mobility Needs Assessment

This section identifies the transportation and mobility needs of the City of Sarasota for the 2055 planning horizon. The assessment is based on the integrated analysis of demographic and travel characteristics (Section 2), the existing transportation system inventory (Section 3), system performance and safety evaluation (Section 4), and transportation and land use coordination (Section 5).

The identified needs are derived from documented performance conditions and support implementation of the City's V/C–based, context-sensitive mobility management framework. These needs establish the analytical foundation for the Transportation Chapter's Goals, Objectives, and Action Strategies and guide prioritization within the Capital Improvements Program in accordance with Chapter 163, Florida Statutes.

Consistent with observed system conditions and adopted performance expectations, identified needs emphasize:

- Safety improvements
- Operational efficiency
- Demand management
- Accessibility
- Resiliency

Safety Needs

High Injury Corridors

Crash analysis indicates recurring severe crashes on higher-volume arterials and at key intersections. Consistent with the Context-Based Performance Framework, safety findings from the High Injury Network analysis form the primary basis for capital improvements prioritization.

- Intersection safety improvements, including signal phasing adjustments and protected turn movements
- Access management and driveway consolidation along major corridors
- Median enhancements and pedestrian refuge islands
- Speed management consistent with adopted context classifications
- Improved corridor lighting to enhance pedestrian visibility

Pedestrian and Bicycle Safety

Given the City's aging population and increasing multimodal activity, enhanced protections for vulnerable roadway users are essential. Safety needs include:

- Reduced crossing distances and improved intersection geometry

- Leading pedestrian intervals and enhanced signal timing
- High-visibility crosswalk treatments
- Context-appropriate bicycle facilities
- Traffic calming in residential neighborhoods

Roadway Operational and Congestion Needs

Corridor Operations

Several arterial corridors approach or exceed planning-level V/C thresholds during peak travel periods. Operational improvements represent the primary strategy for maintaining performance. Operational needs include:

- Signal timing optimization and corridor coordination
- Intersection reconfiguration within existing right-of-way
- Turn-lane refinements where feasible
- Access consolidation
- Deployment of Intelligent Transportation Systems (ITS)

Downtown and Urban Core Conditions

In the Downtown Core and other higher-intensity mixed-use contexts:

- Curb management strategies are needed to address deliveries, rideshare activity, and short-term loading
- Signal coordination must balance pedestrian phases with vehicle progression
- Transit reliability improvements may help moderate peak-period vehicle demand

Multimodal Connectivity Needs

Sidewalk and ADA Gaps

Pedestrian infrastructure needs include:

- Filling sidewalk gaps along arterial and collector corridors
- Upgrading substandard sidewalks to meet ADA requirements
- Improving connections to transit stops, parks, schools, and community facilities
- Enhancing pedestrian lighting and wayfinding

Bicycle Network Completion

To support a broader range of users, bicycle network needs include:

- Closing gaps in designated bicycle corridors
- Providing protected or buffered facilities where appropriate

- Improving intersection treatments
- Enhancing connectivity to regional facilities such as the Legacy Trail

Transit Reliability and Accessibility

Transit-supportive needs include:

- Improved pedestrian access to bus stops
- Shelter and amenity upgrades
- Enhanced signal coordination along transit corridors
- Exploration of transit priority treatments where feasible
- Continued coordination with Sarasota County Breeze Transit to improve service reliability where feasible

Accessibility and Community Connectivity

Mobility needs informed by demographic conditions include:

- Enhanced pedestrian infrastructure in underserved areas
- Safe and reliable access to employment centers and essential services
- Affordable and practical transportation options
- Improved multimodal connectivity within the Newtown Transportation Area and along major transit corridors.

Corridor Intensification and Redevelopment Needs

As land use intensifies along major corridors, mobility needs include:

- Access management improvements
- Signal timing upgrades
- Transit-supportive streetscape enhancements
- Curbside allocation planning
- Parking strategies in mixed-use environments (e.g., structured parking)

Parking and Curb Management Needs

Identified needs include:

- Improved short-term parking turnover
- Clearly designated delivery and loading zones
- Defined rideshare pick-up and drop-off areas
- Micromobility staging and parking areas

Freight and Goods Movement Needs

Urban service and freight activity must be accommodated in a manner consistent with pedestrian safety and corridor revitalization. Needs include:

- Designated loading zones
- Improved signage and enforcement
- Corridor-specific curb management strategies

Resiliency and Emergency Management Needs

Evacuation Capacity

Given Sarasota's coastal setting and barrier island connections, evacuation route reliability remains critical. Identified needs include:

- Intersection throughput optimization
- Bridge and corridor operational monitoring
- Coordination with regional emergency management agencies

Coastal Resilience

Consistent with the EDCM, new and reconstructed transportation facilities, particularly in coastal and low-lying areas, must incorporate best practices for infrastructure resiliency and climate adaptation. Identified needs include:

- Drainage system improvements integrated with stormwater planning
- Elevation and design considerations that reduce vulnerability to flooding and storm surge where feasible
- Use of materials and construction practices that enhance long-term performance during heavy weather events
- Coordination of transportation improvements with land use planning to reduce exposure and improve system reliability

Community Input and Identified Needs

In addition to technical analysis, the identification of transportation needs was informed by extensive public outreach and engagement. Community input highlighted safety concerns, multimodal access priorities, congestion perceptions, and neighborhood livability considerations that directly shape the goals, objectives, and strategies of this Chapter. A summary of public outreach activities and key themes is provided in **Appendix 4: Public Engagement Summary Report**.

11. Concurrency and Mobility Management Framework

Transportation concurrency is an optional growth management tool pursuant to §163.3180, Florida Statutes. The City of Sarasota elects to implement a mobility management system that replaces traditional LOS letter-grade standards with a context-based performance framework grounded in safety, operational efficiency, multimodal accessibility, and proportional mitigation.

Accordingly, the City's mobility management system:

- Utilizes V/C ratios as a planning-level operational indicator
- Prioritizes reduction of serious injuries and fatalities
- Applies context-based performance expectations tied to adopted land use and EDCM classifications
- Integrates multimodal accessibility into development review
- Requires proportionate mitigation of development impacts
- Coordinates improvements through the adopted CIP

This framework aligns mobility performance with adopted land use and financial feasibility standards.

Legal Authority and Statutory Basis

Pursuant to §163.3180(5), Florida Statutes:

- Local governments may adopt alternative mobility-based systems
- Performance standards must rely on professionally accepted methodologies
- Multimodal solutions and urban design strategies may address transportation impacts
- Improvements used in capacity calculations must be financially feasible

Elimination of LOS Letter Grades

The City eliminates LOS letter grades as the primary concurrency metric and replaces them with a context-sensitive framework that evaluates V/C ratios in conjunction with safety performance, target speed consistency, and multimodal accessibility.

The V/C ratio measures the relationship between traffic demand and available roadway capacity. It serves as a planning-level operational indicator and does not function as a basis of development denial.

V/C analysis relies on professionally accepted traffic engineering methodologies and regional modeling inputs coordinated with the Sarasota-Manatee MPO.

Technical documentation supporting the transition from LOS to a context-based V/C framework is provided in **Appendix 5: Framework for Transportation Concurrency – Technical Memorandum**.

V/C Regulatory Role

The V/C ratio functions as a planning-level operational indicator used to:

- Identify corridors requiring operational or safety review
- Evaluate incremental development impacts
- Inform proportionate mitigation requirements

A V/C ratio meeting or exceeding the mitigation review trigger established in Table T-2 triggers structured mitigation evaluation under the Mobility Evaluation Sequence. However, a V/C ratio at or above 1.00 does not, by itself, constitute noncompliance where:

- Safety performance is acceptable or improving;
- Observed operating speeds are consistent with adopted context-based target speeds; and
- Multimodal accessibility is maintained or enhanced.

Interpretation of V/C conditions is applied consistent with the context-based planning thresholds established in **Table T-2**.

Table T-4 Context-Based V/C Performance Framework and Concurrency Application

Context Classification	Planning V/C Target (Monitoring Range)	Mitigation Review Trigger	Interpretation Standard	Primary Mitigation Emphasis
Downtown Core	**≤ 0.90**	**≥ 1.00**	Moderate peak-period congestion is an expected urban condition. V/C ≥ 1.00 does not constitute noncompliance where safety is stable or improving, target speeds are achieved, and multimodal access is maintained.	Safety, curb management, pedestrian priority, transit reliability, signal optimization
Urban Village / Mixed-Use Centers	**≤ 0.90**	**≥ 1.00**	Higher congestion may be tolerated where multimodal accessibility is high and serious injury trends are declining.	Multimodal connectivity, intersection safety, transit-supportive infrastructure
Intensifying Corridors	**≤ 0.85**	**≥ 0.95**	V/C approaching 0.95 triggers structured operational and safety review. Widening is not automatic and shall follow the Mobility Evaluation Sequence.	Access management, signal coordination, protected bicycle facilities, transit enhancements

Table T-4 Context-Based V/C Performance Framework and Concurrency Application

Context Classification	Planning V/C Target (Monitoring Range)	Mitigation Review Trigger	Interpretation Standard	Primary Mitigation Emphasis
Residential Neighborhoods	**≤ 0.80**	**≥ 0.90**	Livability, target speed compliance, and cut-through traffic reduction take precedence over vehicular throughput.	Traffic calming, pedestrian crossings, speed management, neighborhood protection
Evacuation-Sensitive Corridors (including barrier island access)	**≤ 0.85 (daily operations)**	**≥ 0.95 (daily) OR emergency clearance deficiencies**	Daily V/C is evaluated in conjunction with emergency throughput modeling. Redundancy, resiliency, and operational reliability are prioritized over peak-hour congestion reduction alone.	Intersection throughput optimization, signal preemption, flood mitigation, redundancy planning
Newtown Transportation Area (overlay application)	**Applies underlying context**	**Applies underlying context**	Safety, equitable access, transit reliability, and pedestrian connectivity receive prioritization within the Mobility Evaluation Sequence.	HIN safety projects, multimodal gap closure, transit access improvements

Context-Based Performance Expectations

Transportation performance expectations vary by adopted context classification. V/C ratios are interpreted in conjunction with safety performance, target speed consistency, multimodal accessibility, and land use intensity.

Adopted context classifications are established in the EDCM. Performance thresholds and concurrency application standards governing V/C interpretation are established in this Transportation Chapter.

Table T-2 establishes context-based planning targets and mitigation review thresholds for V/C interpretation. These thresholds guide monitoring, concurrency review, and capital prioritization and are considered alongside safety performance and multimodal accessibility measures.

Streets eligible for Shared Street and Yield Street design treatments are identified in the Transportation Map Series (see **Illustration T-16**) and reflect application of adopted EDCM context-based design standards. These designations support target speed alignment, pedestrian priority, and neighborhood-scale mobility consistent with the Mobility Evaluation Sequence.

Downtown Core and Urban Village Contexts

Moderate peak-period congestion is an expected condition in higher-intensity urban environments. Congestion alone does not constitute a deficiency.

Peak-period V/C levels at or above 1.00 may be acceptable where:

- Safety performance is stable or improving;
- Operating speeds are consistent with adopted target speeds; and
- Multimodal accessibility is maintained or enhanced.

Intensifying Corridor Contexts

As corridors transition to mixed-use or higher-intensity development, V/C levels approaching planning thresholds trigger operational and safety review. Emphasis is placed on access management, signal optimization, transit-supportive improvements, and bicycle facility enhancements where feasible.

Residential Neighborhood Contexts

In residential areas, lower target speeds, traffic calming, pedestrian safety, and neighborhood protection take precedence over vehicular throughput.

Evacuation-Sensitive Corridors

For evacuation routes or barrier island access corridors, both daily operational performance and emergency throughput are considered as part of system

evaluation. Resiliency, redundancy, and system reliability remain priorities in coordination with emergency management planning.

Newtown Transportation Area

The Newtown Transportation Area (NTA) functions as a redevelopment-supportive mobility district and is evaluated under the City's unified context-based performance framework.

Within the NTA:

- Safety improvements, particularly for pedestrians and vulnerable roadway users, are prioritized
- Transit accessibility and service reliability are emphasized
- Street grid continuity and neighborhood connectivity are preserved
- Multimodal connectivity enhancements are advanced consistent with adopted context classifications

Transportation investments within the NTA support equitable access to employment, education, and essential services while reinforcing redevelopment objectives. The NTA does not operate as a separate concurrency exception area; instead, performance expectations are applied through the same citywide V/C-based mobility management framework, with emphasis on safety, accessibility, and reinvestment.

Development Impact Evaluation

Traffic Impact Analysis

Development applications generating significant trip activity may be required to submit a Traffic Impact Analysis (TIA) or Site Access and Circulation Study evaluating:

- Projected trip generation
- Trip distribution and assignment
- Incremental V/C impacts
- Intersection operations
- Multimodal connectivity
- Site access safety
- Target speed consistency

Development on Over-Capacity Corridors

Where a proposed development affects a corridor operating at or above the mitigation review trigger established in **Table T-2**, the following standards apply:

- The existing condition serves as the baseline for impact evaluation.

- The applicant is not required to remedy pre-existing deficiencies unrelated to the proposed development.
- The applicant must implement proportionate mitigation consistent with the Mobility Evaluation Sequence.

Mitigation is evaluated using the structured review process described in this Section and may include:

- Signal timing optimization and corridor coordination
- Intersection operational refinements
- Access management modifications
- Pedestrian and bicycle facility enhancements
- Transit-supportive infrastructure and stop accessibility improvements
- Demand management strategies and site design modifications

Transit-supportive improvements and multimodal infrastructure investments may satisfy proportionate mitigation requirements where consistent with adopted context classifications and the Mobility Evaluation Sequence.

Congestion conditions exceeding the planning thresholds identified in **Table T-2** trigger structured evaluation and do not, by themselves, constitute grounds for development denial where safety performance, target speed consistency, and multimodal accessibility objectives are maintained or improved.

Multimodal Transportation Impact Fee

The Multimodal Transportation Impact Fee (MMTIF) program ensures proportionate mitigation of development-related transportation impacts. MMTIF revenues may fund:

- Safety improvements
- Intersection and signal modernization
- Sidewalk and bicycle facilities
- Transit-supportive infrastructure
- Operational efficiency improvements

Capital Improvements Coordination

Transportation concurrency and mobility management must be coordinated with the Capital Improvements Plan. Improvements used in capacity calculations must be:

- Fully funded or reasonably anticipated to be funded;
- Included in the adopted five-year CIP; and
- Consistent with the MPO's cost-feasible plan.

This ensures financial feasibility and statutory compliance.

Monitoring and Reporting

The City will monitor transportation system performance to ensure continued consistency with the Context-Based Performance Framework and concurrency standards established in **Table T-2**.

Monitoring will include V/C conditions relative to planning targets, safety trends, and development impact tracking.

Detailed performance metrics and evaluation procedures are provided in Section 9: Monitoring and Evaluation.

12. Capital Improvements and Financial Feasibility

The Transportation Chapter must be financially feasible and internally consistent with the Capital Improvements Chapter, as required by Chapter 163, Part II, Florida Statutes. This section describes the framework by which transportation improvements are prioritized, funded, programmed, and implemented through the City's adopted CIP and related funding sources.

Given Sarasota's limited opportunities for roadway expansion, capital investments are focused on:

- Safety improvements
- Multimodal enhancements
- Operational efficiency
- Asset preservation
- Resiliency upgrades
- Strategic redevelopment support

Relationship to the Capital Improvements Chapter

The Capital Improvements Chapter establishes a five-year schedule of capital projects that are:

- Financially feasible;
- Consistent with adopted level-of-service and performance standards; and
- Coordinated with regional transportation plans.

Transportation improvements identified in the Capital Improvements Chapter implement the policies and performance framework established in this Transportation Chapter.

Only transportation projects meeting all of the following criteria may be used in system capacity and concurrency calculations:

- Fully funded or reasonably anticipated to be funded;
- Included in the adopted five-year CIP; and
- Consistent with the MPO's cost-feasible plan

This ensures that transportation commitments are realistic and legally defensible.

Capital Improvement Prioritization Framework

The Capital Improvement Prioritization Framework operationalizes the Mobility Evaluation Sequence by translating the City's adopted safety-first and context-based performance standards into funding decisions.

Transportation capital projects will be prioritized in a manner consistent with the City's Mobility Management System and adopted context classifications. Capital programming will reflect the following ordered priorities:

1. Safety First

Projects addressing corridors or intersections identified within the High Injury Network, or exhibiting elevated serious injury or fatal crash trends, will receive highest priority.

Safety improvements may include:

- Intersection redesign
- Speed management treatments
- Protected pedestrian and bicycle facilities
- Access management enhancements
- Lighting and visibility improvements

Safety-driven projects will not be deferred solely due to acceptable V/C conditions.

2. System Preservation and Asset Management

Projects that maintain, rehabilitate, or modernize existing infrastructure to extend service life and reduce long-term lifecycle costs will receive high priority.

Preservation includes pavement rehabilitation, signal modernization, ADA upgrades, and infrastructure hardening consistent with resiliency standards.

3. Multimodal Connectivity and Accessibility

Projects that expand or complete the pedestrian, bicycle, transit, and ADA-accessible network will be prioritized, particularly where they:

- Close documented network gaps
- Improve access to schools, parks, employment centers, and transit stops
- Enhance safety for vulnerable roadway users
- Support adopted land use intensification areas

Multimodal capacity improvements may substitute for vehicular capacity expansion in higher-intensity contexts.

4. Target Speed and Context Alignment

Corridors where observed operating speeds exceed adopted context-based target speeds will be prioritized for corrective action.

Improvements may include geometric modifications, traffic calming, signal timing adjustments, or lane reconfiguration consistent with EDCM standards.

5. Operational Efficiency Within Existing Right-of-Way

Operational improvements that enhance system performance without expanding roadway footprint will be prioritized, including:

- Signal coordination and retiming
- Intersection reconfiguration
- Intelligent Transportation Systems (ITS)
- Access management strategies

Operational improvements within existing right-of-way will be prioritized consistent with the Mobility Evaluation Sequence.

6. Equitable Investment and Geographic Distribution

Capital improvement scoring will include evaluation of:

- Investment within redevelopment and historically underserved areas, including the Newtown Transportation Area
- Improvements benefiting higher proportions of seniors, persons with disabilities, and vehicle-limited households
- Access to employment centers, medical facilities, and essential services

Geographic distribution of transportation investments will be reviewed annually during Capital Improvements Program updates to ensure balanced allocation consistent with adopted mobility objectives and community access priorities.

7. Resiliency and Emergency Preparedness

Projects that improve evacuation route reliability, bridge integrity, drainage capacity, flood resilience, and redundancy within evacuation-sensitive corridors will receive priority consistent with public safety objectives.

Resiliency improvements will be coordinated with stormwater planning and hazard mitigation strategies.

Capacity Expansion

Capacity expansion projects will be considered consistent with the conditions established in the Mobility Evaluation Sequence. Expansion of general-purpose lanes remains a last consideration after safety, multimodal, operational, and target speed strategies have been evaluated and determined insufficient.

Funding Sources

Transportation improvements are funded through a combination of local, regional, state, and federal sources.

Local Funding Sources

- General Fund appropriations
- Gas tax revenues
- Multimodal Transportation Impact Fees (MMTIF)
- Community Redevelopment Agency (CRA) funding
- Special assessments where applicable

Regional and State Funding

- Sarasota-Manatee MPO Transportation Improvement Program (TIP)
- FDOT District One programs
- Strategic Intermodal System (SIS) funding (where applicable)

Federal Funding

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives Program (TAP)
- Safe Streets and Roads for All (SS4A)
- Federal Transit Administration (FTA) funds
- Other competitive grant programs

The City actively pursues grant funding to supplement local resources and accelerate priority safety and multimodal projects.

Multimodal Transportation Impact Fee Program

The Multimodal Transportation Impact Fee (MMTIF) program provides proportionate mitigation for development-related transportation impacts.

MMTIF revenues may be used for qualifying projects that:

- Increase multimodal capacity;
- Improve safety;
- Enhance pedestrian and bicycle facilities;
- Support transit infrastructure;
- Improve operational efficiency.

The MMTIF program is periodically reviewed to ensure:

- Consistency with construction cost trends;
- Alignment with adopted transportation plans;
- Legal compliance with proportionality requirements.

MMTIF investments are coordinated with the CIP to ensure funds are deployed in a balanced and strategic manner across the City.

Coordination with MPO Long-Range Transportation Plan

The Sarasota-Manatee MPO prepares a Long-Range Transportation Plan (LRTP) identifying regionally significant projects through a cost-feasible planning horizon.

The City coordinates its capital programming with:

- The MPO's cost-feasible plan
- The Transportation Improvement Program (TIP)
- FDOT work programs

This coordination ensures:

- Regional consistency
- Eligibility for state and federal funding
- Alignment between local priorities and regional mobility objectives

Financial Feasibility Through 2055

The Transportation Chapter performance framework does not rely on large-scale roadway expansion. Instead, it emphasizes:

- Incremental operational improvements
- Multimodal retrofits
- Safety-driven capital projects
- Technology investments
- Asset preservation

This approach enhances long-term financial sustainability by:

- Reducing lifecycle costs
- Avoiding right-of-way acquisition
- Leveraging grant funding
- Aligning improvements with redevelopment

The City periodically updates revenue projections and cost estimates to ensure the five-year CIP remains financially feasible and consistent with adopted performance standards.

Monitoring and Adaptive Capital Planning

Capital programming will be reviewed annually through the Capital Improvements Program update process to ensure alignment with:

- The Capital Improvement Prioritization Framework
- Safety Action Plan objectives
- Adopted context classifications
- Available funding and cost-feasible planning requirements

Monitoring of system performance metrics that inform capital prioritization is addressed in Section 9: Monitoring and Evaluation.

13. Monitoring and Evaluation

The City of Sarasota will monitor transportation system performance on an ongoing basis to ensure consistency with adopted policies, maintain financial feasibility, and support adaptive management through the 2055 planning horizon.

Monitoring and evaluation provide the mechanism by which the City:

- Tracks system performance;
- Identifies emerging deficiencies;
- Adjusts capital programming;
- Considers geographic distribution of investments; and
- Responds to evolving travel patterns, technology, and climate conditions.

This section establishes the framework for performance tracking, data collection, Smart City integration, and periodic review.

Performance Metrics

The City will monitor transportation performance using a multimodal and context-sensitive framework that includes, but is not limited to:

Roadway Operations

- V/C ratios on arterial and collector corridors
- Intersection delay at key nodes
- Signal coordination effectiveness
- Evacuation route throughput performance

Safety

- Total crashes
- Serious injury and fatal crash trends
- Pedestrian-involved crashes
- Bicycle-involved crashes
- High Injury Network identification and updates

Safety performance will remain the primary indicator guiding capital prioritization.

Multimodal Accessibility

- Sidewalk gap closure progress
- ADA compliance improvements
- Bicycle network connectivity
- Transit stop accessibility
- Transit reliability in coordination with service providers

Geographic Distribution of Investments

- Geographic distribution of capital investments
- Improvements within redevelopment and historically underserved areas
- Access to employment centers and essential services
- Improvements benefiting aging and mobility-impaired populations

Capital Program Implementation

- Progress toward completion of CIP projects
- Alignment of MMTIF expenditures with adopted plans
- Grant acquisition and leveraging success

Data Collection Improvement

To support informed decision-making, the City will pursue improvements in transportation data collection and analysis, including:

- Periodic updates of traffic counts and turning movement counts
- Multimodal counts (pedestrian and bicycle volumes)
- Crash data analysis with geospatial mapping
- Parking utilization monitoring
- Travel behavior trend analysis
- Integration of MPO and regional modeling updates

The City will maintain Geographic Information System (GIS) mapping to support:

- Context classification tracking
- Infrastructure inventory updates
- Distribution of investments
- Capital programming visualization

Improved data collection enhances transparency, accountability, and performance-based investment.

Smart City Integration

The City will continue integrating Smart City technologies to improve system monitoring and operational efficiency. These may include:

- Adaptive signal control systems
- Real-time traffic monitoring
- Smart parking management systems
- Data dashboards for performance tracking
- Integrated emergency management coordination systems

Smart technologies will be deployed in a manner consistent with privacy standards, fiscal responsibility, and long-term maintenance feasibility.

Integration of real-time data enhances the City's ability to respond to:

- Congestion patterns
- Incident management
- Seasonal travel fluctuations
- Evacuation events
- Special events and tourism demand

Periodic Review and Updates

The Transportation Chapter will be reviewed periodically to ensure continued consistency with:

- Updated demographic trends
- MPO long-range transportation plans
- State statutory changes
- Emerging mobility technologies
- Climate resilience planning
- Capital program performance

At minimum, the City will:

- Update the five-year Capital Improvements Program annually
- Review transportation performance metrics periodically
- Update traffic and multimodal data as new information becomes available
- Reassess concurrency and mobility management methodologies as required by law

Comprehensive updates to the Transportation Chapter may be undertaken as part of Evaluation and Appraisal processes or when significant changes in growth patterns, infrastructure funding, or statutory requirements occur.

Adaptive Management

Transportation planning through the 2055 horizon requires flexibility. The City's monitoring framework supports adaptive management by allowing performance findings to inform:

- Future capital prioritization
- Reallocation of right-of-way
- Safety interventions
- Mobility mitigation strategies
- Context classification refinements

This adaptive approach ensures that transportation investments remain responsive to evolving conditions while maintaining fiscal discipline and statutory compliance.

Appendices

APPENDIX 1

Demographic Data Report

ETDM EST

Sociocultural Data Report (Clipping)

Sarasota city

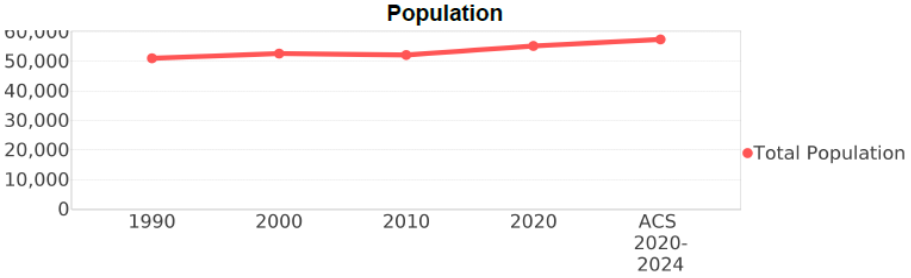
Area: [2] 24.091 square miles
Jurisdiction - Cities: [3] Sarasota
Jurisdiction - Counties: [3] Sarasota

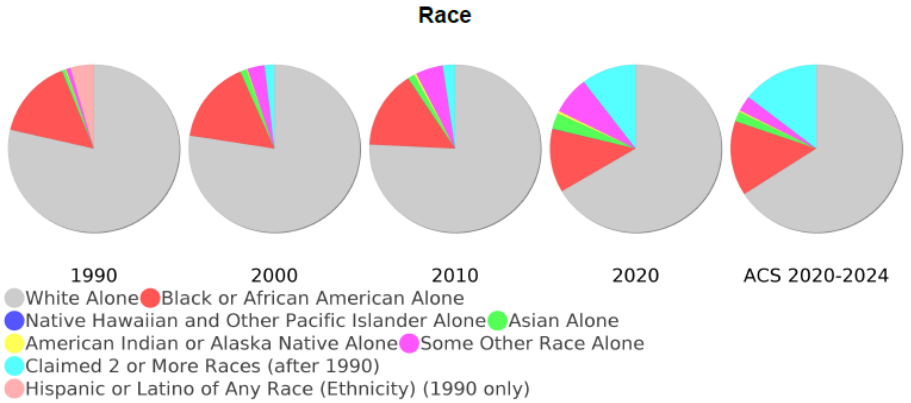
General Population Trends

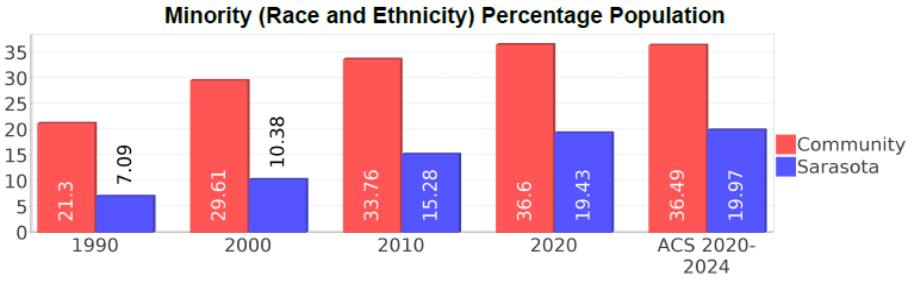
Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Total Population	51,006	52,634	52,113	55,205	57,398
Total Households	22,840	23,527	23,349	25,331	25,977
Average Persons per Acre	6.48	6.77	6.90	5.65	7.93
Average Persons per Household	2.30	2.17	2.15	2.15	2.18
Average Persons per Family	2.83	2.87	2.81	3.05	2.78
Males	23,996	25,565	25,345	26,374	25,798
Females	27,009	27,068	26,767	28,831	31,599

Race and Ethnicity Trends [5, 8, 9]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
White Alone	41,944 (82.23%)	40,780 (77.48%)	39,484 (75.77%)	36,710 (66.50%)	37,799 (65.85%)
Black or African American Alone	8,164 (16.01%)	8,424 (16.00%)	7,803 (14.97%)	6,760 (12.25%)	8,273 (14.41%)
Native Hawaiian and Other Pacific Islander Alone	9 (0.02%)	0 (0.00%)	21 (0.04%)	39 (0.07%)	8 (0.01%)
Asian Alone	340 (0.67%)	622 (1.18%)	685 (1.31%)	1,680 (3.04%)	1,087 (1.89%)
American Indian or Alaska Native Alone	116 (0.23%)	118 (0.22%)	218 (0.42%)	280 (0.51%)	169 (0.29%)
Some Other Race Alone	431 (0.84%)	1,707 (3.24%)	2,695 (5.17%)	4,014 (7.27%)	1,727 (3.01%)
Claimed 2 or More Races	NA (NA)	980 (1.86%)	1,203 (2.31%)	5,720 (10.36%)	8,332 (14.52%)
Hispanic or Latino of Any Race (Ethnicity)	2,355 (4.62%)	6,065 (11.52%)	8,405 (16.13%)	9,823 (17.79%)	10,285 (17.92%)
Not Hispanic or Latino (Ethnicity)	48,651 (95.38%)	46,569 (88.48%)	43,708 (83.87%)	45,382 (82.21%)	47,113 (82.08%)
Minority (Race and Ethnicity)	10,864 (21.30%)	15,586 (29.61%)	17,593 (33.76%)	20,203 (36.60%)	20,943 (36.49%)

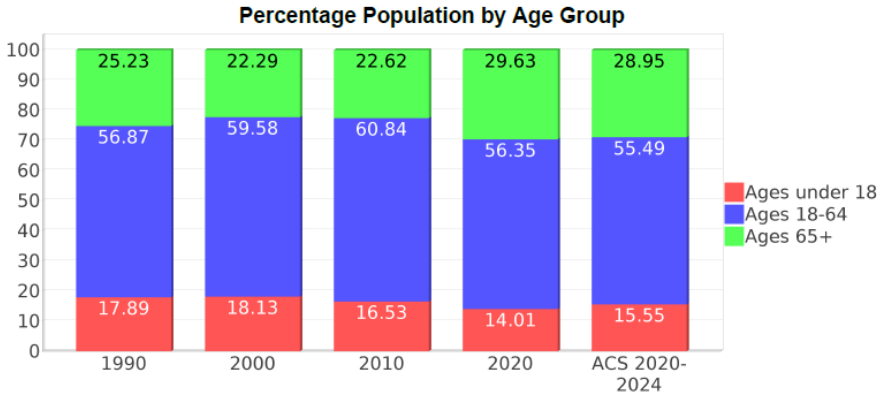






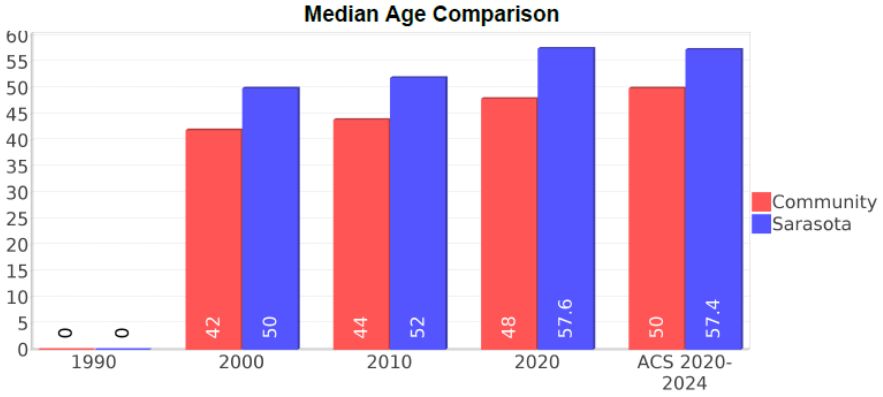
Age Trends [5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Under Age 5	5.73%	5.11%	5.03%	3.51%	3.21%
Ages 5-17	12.16%	13.01%	11.50%	10.51%	12.34%
Ages 18-21	5.27%	5.28%	6.49%	4.70%	5.21%
Ages 22-29	11.99%	9.90%	10.39%	9.49%	10.12%
Ages 30-39	15.03%	14.37%	11.00%	11.08%	10.75%
Ages 40-49	10.88%	14.47%	12.28%	10.06%	9.79%
Ages 50-64	13.70%	15.56%	20.68%	21.02%	19.62%
Age 65 and Over	25.23%	22.29%	22.62%	29.63%	28.95%
-Ages 65-74	12.15%	9.75%	10.48%	15.34%	14.20%
-Ages 75-84	9.22%	8.32%	7.60%	9.72%	9.76%
-Age 85 and Over	3.85%	4.22%	4.53%	4.57%	4.98%
Median Age	NA	42	44	48	50



Income Trends [12, 13, 5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Median Household Income	$25,208	$36,217	$42,233	$54,327	$80,074
Median Family Income	$31,551	$42,572	$49,829	$66,250	$93,917
Population below Poverty Level	12.65%	15.66%	19.30%	15.73%	13.77%
Households below Poverty Level	11.94%	14.12%	16.42%	13.78%	13.52%
Households with Public Assistance Income	5.56%	2.83%	1.49%	1.58%	1.56%



Disability Trends [10]

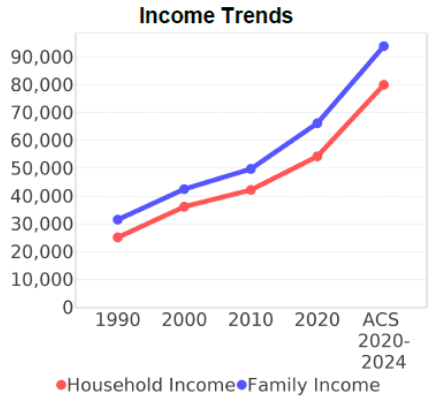
See the Data Sources section below for an explanation about the differences in disability data among the various years.

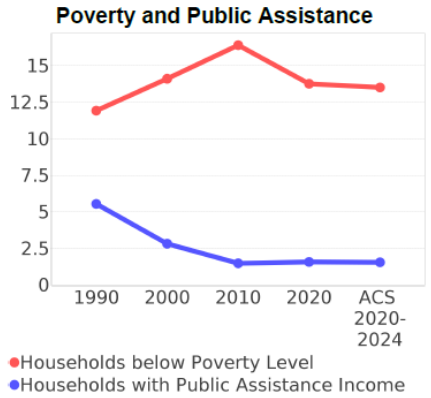
Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Population 16 To 64 Years with a disability	2643 (6.38%)	7473 (15.62%)	(NA)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	2835 (9.44%)	2197 (7.71%)

Educational Attainment Trends [11, 5]

Age 25 and Over

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Less than 9th Grade	2,824 (7.59%)	2,423 (6.31%)	1,358 (3.54%)	1,756 (3.90%)	1,334 (3.08%)
9th to 12th Grade, No Diploma	5,753 (15.46%)	5,115 (13.31%)	3,611 (9.42%)	2,850 (6.33%)	1,927 (4.45%)
High School Graduate or Higher	28,629 (76.95%)	30,879 (80.38%)	33,381 (87.04%)	40,405 (89.76%)	40,029 (92.46%)
Bachelor's Degree or Higher	8,065 (21.68%)	9,978 (25.97%)	10,746 (28.02%)	16,622 (36.93%)	18,115 (41.84%)





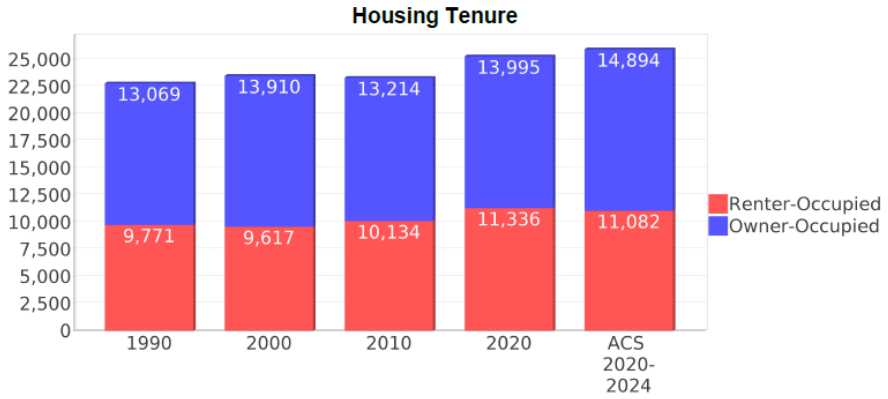
Language Trends [5]

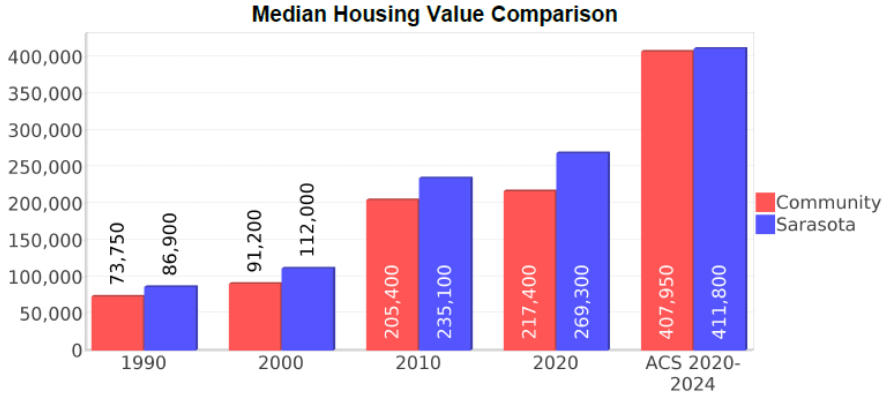
Age 5 and Over

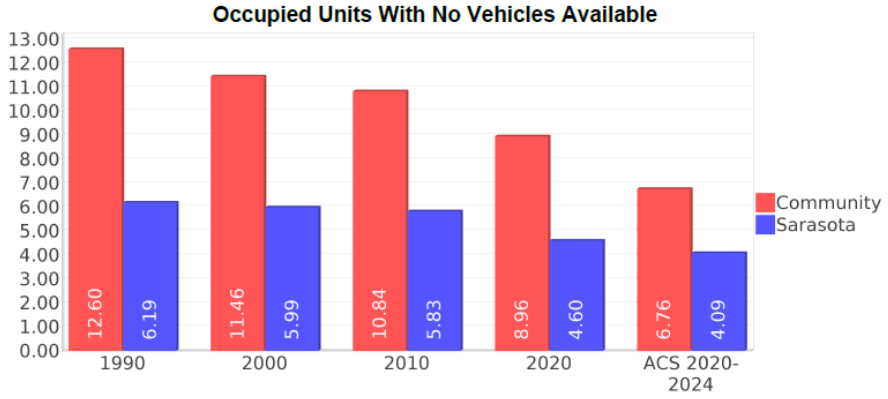
Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Speaks English Well	911 (1.90%)	2,082 (4.17%)	1,485 (2.95%)	2,382 (4.30%)	2,261 (4.07%)
Speaks English Not Well	NA (NA)	1,609 (3.22%)	2,368 (4.70%)	1,859 (3.36%)	1,359 (2.45%)
Speaks English Not at All	NA (NA)	921 (1.84%)	874 (1.74%)	496 (0.90%)	643 (1.16%)
Speaks English Not Well or Not at All	647 (1.35%)	NA (NA)	3,242 (6.44%)	2,355 (4.25%)	2,002 (3.60%)
Speaks English Less than Very Well	NA (NA)	4,614 (9.24%)	4,729 (9.39%)	4,738 (8.56%)	4,264 (7.68%)

Housing Trends [5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Total	27,152	27,023	29,332	31,623	32,772
Units per Acre	3.31	3.32	3.75	3.84	3.98
Single-Family Units	12,775	14,650	15,583	15,740	16,093
Multi-Family Units	8,594	11,030	12,738	15,094	15,313
Mobile Home Units	1,226	1,317	1,366	1,196	1,365
Owner-Occupied Units	13,069	13,910	13,214	13,995	14,894
Renter-Occupied Units	9,771	9,617	10,134	11,336	11,082
Vacant Units	4,311	3,495	5,983	6,292	6,794
Median Housing Value	$73,750	$91,200	$205,400	$217,400	$407,950
Occupied Housing Units w/No Vehicle	2,879 (12.60%)	2,696 (11.46%)	2,532 (10.84%)	2,270 (8.96%)	1,756 (6.76%)







Geographic Mobility

Description	2020[1]	ACS 2020-2024
Median year householder moved into unit - Total	2012	2015
Median year householder moved into unit - Owner Occupied	2007	2012
Median year householder moved into unit - Renter Occupied	2016	2019
Abroad 1 year ago	465	328
Different house in United States 1 year ago	10,473	11,426
Same house 1 year ago	46,036	45,234
Geographical Mobility in the Past Year - Total	56,975	56,989

Computers and Internet

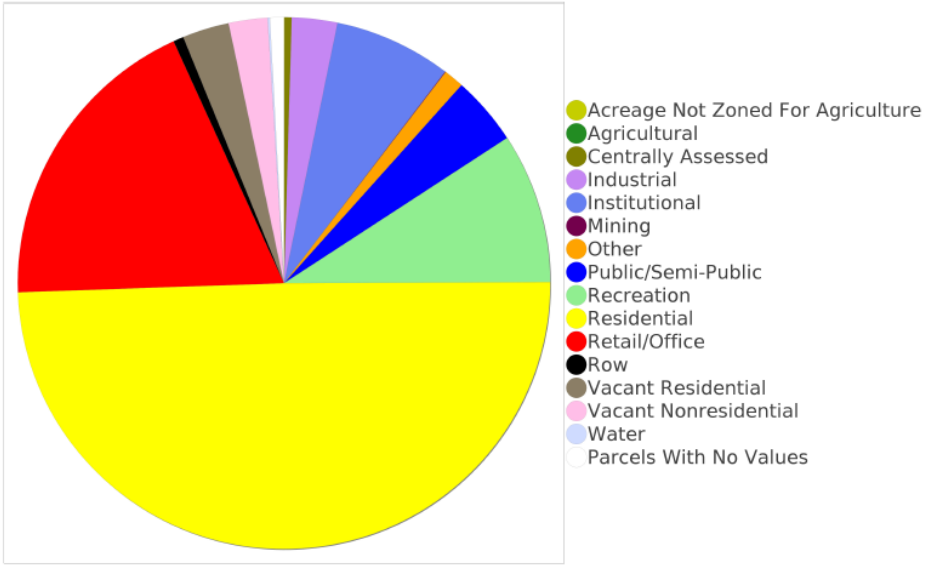
Description	2020[1]	ACS 2020-2024
Total Households Types of Computers in HH	25,241	25,977
Households with 1 or more device	23,336	24,859
Households with no computer	1,905	1,118
Total Households Presence and Types of Internet Subscriptions	25,241	25,977
Households with an internet subscription	21,352	23,478
Households with internet access without a subscription	917	1,028
Households with no internet access	2,971	1,470

Household Languages

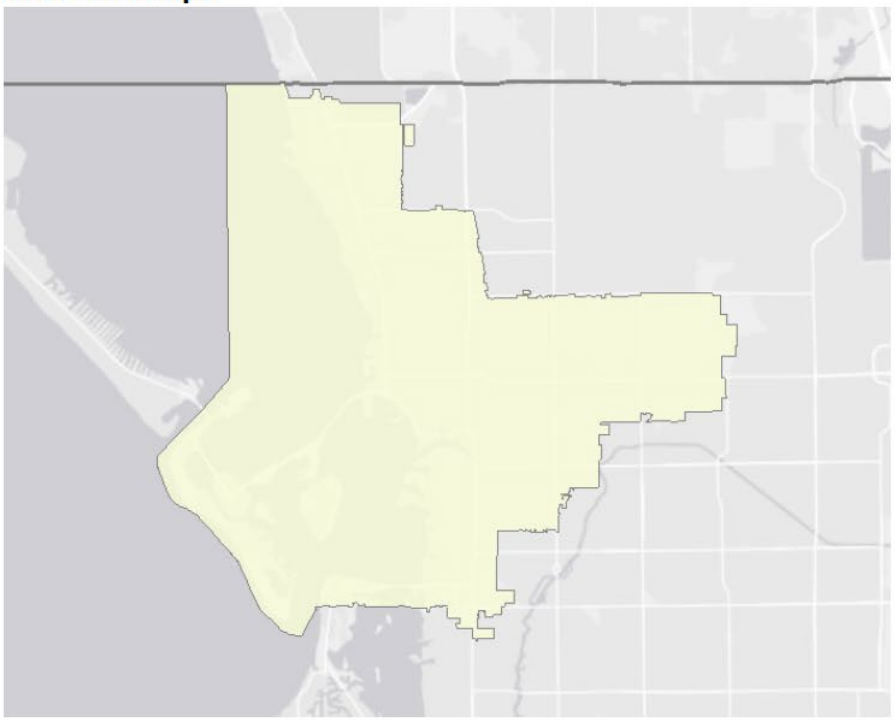
Description	2020[1]	ACS 2020-2024
Total Households by Household Language	25,241	25,977
Household Not Limited English Speaking Status	23,969	24,934
Spanish: Limited English speaking household	898	734
Indo-European languages: Limited English speaking household	303	243
Asian and Pacific Island languages: Limited English speaking household	32	48
Other languages: Limited English speaking household	37	15

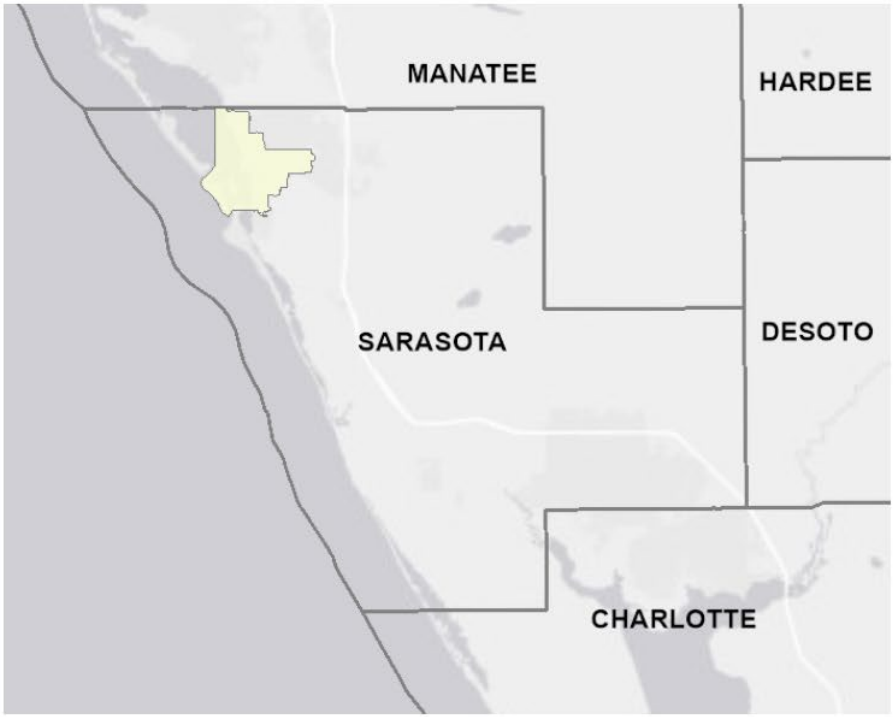
Existing Land Use [15], [56]

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	2	0.01%
Agricultural	0	0.00%
Centrally Assessed	36	0.23%
Industrial	227	1.47%
Institutional	586	3.80%
Mining	3	0.02%
Other	101	0.66%
Public/Semi-Public	344	2.23%
Recreation	751	4.87%
Residential	4,070	26.40%
Retail/Office	1,540	9.99%
Row	52	0.34%
Vacant Residential	233	1.51%
Vacant Nonresidential	194	1.26%
Water	11	0.07%
Parcels With No Values	70	0.45%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Law Enforcement Facilities

Facility Name	Address	Zip Code
SARASOTA COUNTY SHERIFF NORTH DISTRICT	2050 RINGLING BLVD	34237
F.B.I. - SARASOTA RESIDENT OFFICE	1800 2ND ST STE 930E	34236

Assisted Rental Housing Units

Facility Name	Address	Zip Code
J. H. FLOYD SUNSHINE VILLAGE	1777 18TH ST	34234
CASA SANTA MARTA II	800 NORTH LEMON AVENUE	34236
ARBOR VILLAGE	2901 FRUITVILLE ROAD	34237
MCCOWN TOWERS ANNEX	1320 BLVD OF THE ARTS	34236
MEADOW PARK	1845 18TH STREET	34234
CYPRESS SQUARE	ON 21ST STREET APPROXIMATELY 250 FEET SOUTHEAST O	34236
CASA SANTA MARTA	1576 8TH ST	34236
JEFFERSON CENTER	930 N TAMIAMI TRL	34236
MCCOWN TOWERS ANNEX	1300 BLVD OF THE ARTS	34236
AMARYLLIS PARK PLACE	1912 NORTH ORANGE AVENUE	34234
BAYOU OAKS	1160 FOUR SEASONS CIRCLE	34234
JANIE'S GARDEN II	2350 CENTRAL AVENUE	34234
LOFTS ON LEMON	851 NORTH LEMON AVENUE	0
JANIE'S GARDEN III	2350 CENTRAL AVENUE SOUTH	34234
BERTHA MITCHELL COMPLEX	1912 N ORANGE AVE	34234
ORCHARD PLACE OF SARASOTA	1300 N LOCKWOOD RIDGE RD	34237
JANIE'S GARDEN I	2350 CENTRAL AVENUE	34234
BENEVA OAK APARTMENTS	650 N BENEVA RD	34232

Healthcare Facilities

Facility Name	Address	Zip Code
PINES OF SARASOTA	1501 N ORANGE AVE	
SARASOTA HEALTH AND REHABILITATION CENTER	1524 S EAST AVE	
HEARTLAND HEALTH CARE CENTER - NORTH SARASOTA	3250 12TH ST	
MAGNOLIA HEALTH AND REHABILITATION CENTER	1507 S TUTTLE AVE	
SUNCOAST ENDOSCOPY OF SARASOTA	2089 HAWTHORNE ST	34239
BAHIA OAKS LODGE	2186 BAHIA VISTA ST	
OPPIDAN	4024 FRUITVILLE RD	
SUNCOAST COMMUNITIES BLOOD BANK INC	1760 MOUND ST	34236
SARASOTA PHYSICIANS SURGICAL CENTER LLC	3201 S TAMIAMI TRL	34239
COASTAL BEHAVIORAL HEALTHCARE	1451 10TH ST	

Facility Name	Address	Zip Code
SARASOTA COUNTY HEALTH DEPARTMENT	2200 RINGLING BLVD	34237
INN AT SARASOTA BAY CLUB	1303 N TAMIAMI TRL	34236
NEUROINTERNATIONAL SARASOTA	4004 FRUITVILLE RD	
AURORA MANOR	2841 6TH ST	
HARMONY HEALTHCARE - REHABILITATION CENTER	2600 COURTLAND ST	34237
LASER & SURGICAL SERVICES AT CENTER FOR SIGHT	2601 S TAMIAMI TRL	34239
ROSEMARY BIRTHING HOME	800 CENTRAL AVE	
ENDOSCOPY CENTER OF SARASOTA	1435 S OSPREY AVE	34239
SENIOR FRIENDSHIP CENTER - SARASOTA	1820 BROTHER GEENEN WAY	34236
HERON HOUSE	3221 FRUITVILLE RD	
SARASOTA PLASTIC SURGERY CENTER	2255 S TAMIAMI TRL	34239
GLASSER-SCHOENBAUM HUMAN SERVICES CENTER	1750 17TH ST	
BAYVIEW ENDOSCOPY CENTER	2800 BAHIA VISTA ST	34239
SUNSHINE MEADOWS	1809 18TH ST	
NNA KIDNEY DIALYSIS CENTER - SARASOTA	1630 S TUTTLE AVE	
CENTER FOR ENDOSCOPY INC	3325 S TAMIAMI TRL	34239
TINA'S ALF	1172 TARPON AVE	
RENAISSANCE MANOR	1401 16TH ST	
HORIZON BAY - SARASOTA	730 S OSPREY AVE	
COASTAL MEDICAL CENTER	1 S SCHOOL AVE	34237
ALDERMAN OAKS RETIREMENT CENTER, INC.	727 HUDSON AVE	
SENIOR FRIENDSHIP CENTER SARASOTA	1820 BROTHER GEENEN WAY	
J H FLOYD SUNSHINE MANOR	1755 18TH ST	
DSI SARASOTA DIALYSIS	1921 WALDEMERE ST STE 107	
EXCELSIOR OMEGA	15 DADE AVE	
OPPIDAN - 4038	4038 FRUITVILLE RD	
BRISIANA MANOR	16 ST LUCIE AVE	
PLYMOUTH HARBOR	700 JOHN RINGLING BLVD	

Community and Fraternal Centers

Facility Name	Address	Zip Code
DISABLED AMERICAN VETERANS CHAPTER 97	2445 FRUITVILLE RD	34237
CHAMBER OF COMMERCE - GREATER SARASOTA	1945 FRUITVILLE RD	34236
LIONS CLUB - SARASOTA	5013 RINGWOOD MEADOWS	34235
SCOTTISH RITE CLUB OF SARASOTA	240 S TUTTLE AVE	34237
YMCA - SARASOTA FAMILY CENTER	1075 S EUCLID AVE	34237
MOOSE LODGE 1319 - SARASOTA	1760 18TH ST	34234
BOYS & GIRLS CLUB - LEE WETHERINGTON CLUB	3100 FRUITVILLE RD	34237
THE HISTORICAL SOCIETY OF SARASOTA COUNTY	1260 12TH ST	34236
GIRLS INC OF SARASOTA COUNTY	201 S TUTTLE AVE	34237
VFW POST 3233 - SARASOTA SUNSHINE	124 S TUTTLE AVE	34237
AMVETS POST 1019	501 N BENEVA RD	34237
BAYFRONT COMMUNITY CENTER	803 N TAMIAMITRL	34236

Facility Name	Address	Zip Code
JUNIOR LEAGUE - SARASOTA	3300 S TAMIAMI TRL	34239
SENIOR FRIENDSHIP CENTER	1888 BROTHER GEENEN WAY	34236
MASONIC LODGE - SARASOTA F & AM	2160 MAIN ST	34237
FRATERNAL ORDER OF EAGLES AERIE 4424	501 N BENEVA RD	34232
ROTARY CLUB - SARASOTA	1000 N WASHINGTON BLVD	34236
BOYS & GIRLS CLUB - SARASOTA	677 N WASHINGTON BLVD	34236
FRATERNAL ORDER OF POLICE	3600 CIRCUS BLVD	34232
SAHIB SHRINE CENTER	600 N BENEVA RD	34232
NAACP SARASOTA COUNTY BRANCH	1751 DR MARTIN LUTHER KING WAY	34234
BOYS & GIRLS CLUB - SARASOTA COUNTY	1790 21ST ST	34234
YMCA - BABE WEILLER	1991 MAIN ST	34236

Correctional Facilities

Facility Name	Address	Zip Code
SARASOTA COUNTY JAIL - NORTH	2051 RINGLING BLVD	34237

Cultural Centers

Facility Name	Address	Zip Code
SARASOTA COUNTY ARTS COUNCIL	1226 N TAMIAMI TRL	34236
HOLLYWOOD 20	1993 MAIN ST	34236
SELBY GALLERY AT RINGLING COLLEGE OF ART & DESIGN	2700 N TAMIAMI TRL	34234
MARIE SELBY BOTANICAL GARDENS	811 S PALM AVE	34236
RINGLING COLLEGE OF ART & DESIGN LIBRARY - VERMAN KIMBROUGH MEMORIAL LIBRARY	2700 N TAMIAMI TRL	34234
LIBRARY & ARCHIVES OF JOHN & MABLE RINGLING MUSEUM OF ART - FLORIDA STATE UNIVERSITY	5401 BAY SHORE RD	34243
ASOLO REPERTORY THEATRE	5555 N TAMIAMI TRL	34243
SARASOTA OPERA HOUSE	61 N PINEAPPLE AVE	34236
MOTE MARINE AQUARIUM	1600 KEN THOMPSON PKWY	34236
SELBY PUBLIC LIBRARY	1331 1ST ST	34236
HISTORICAL SOCIETY OF SARASOTA COUNTY	1260 12TH ST	34230
MOTE MARINE LABORATORY & AQUARIUM - ARTHUR VINING DAVIS LIBRARY AND ARCHIVES	1600 KEN THOMPSON PKWY	34236
GWIZ - THE SCIENCE MUSEUM	1001 BLVD OF THE ARTS	34236
ART CENTER SARASOTA	707 N TAMIAMI TRL	34236
SARASOTA COUNTY LIBRARY SYSTEM - ADMINISTRATION	1660 RINGLING BLVD	34236
VAN WEZEL PERFORMING ARTS HALL	777 N TAMIAMI TRL	34236
HISTORIC ASOLO THEATER	5401 BAY SHORE RD	34243
JANE BANCROFT COOK LIBRARY - NEW COLLEGE OF FLORIDA	5800 BAY SHORE RD	34243
SARASOTA JUNGLE GARDENS	3701 BAY SHORE RD	34234
FLORIDA STUDIO THEATRE	1241 N PALM AVE	34236
BURNS COURT CINEMA	506 BURNS CT	34236
SARASOTA MEMORIAL HOSPITAL MEDICAL LIBRARY - BISHOPRIC MEDICAL LIBRARY	1700 S TAMIAMI TRL	34239
THE JOHN AND MABLE RINGLING MUSEUM OF ART	5401 BAY SHORE RD	34243

Fire Department and Rescue Station Facilities

Facility Name	Address	Zip Code
SARASOTA COUNTY FIRE DEPARTMENT AND RESCUE STATION 4	3530 OLD BRADENTON RD	34234
SARASOTA COUNTY FIRE DEPARTMENT AND RESCUE STATION 2	2070 WALDEMERE ST	34239
SARASOTA COUNTY FIRE DEPARTMENT AND RESCUE STATION 5	400 N BENEVA RD	34232
SARASOTA COUNTY FIRE DEPARTMENT AND RESCUE STATION 3	47 N ADAMS DR	34236
SARASOTA COUNTY FIRE DEPARTMENT AND RESCUE STATION 1	1445 4TH ST	34236

Government Buildings

Facility Name	Address	Zip Code
U S POST OFFICE - SOUTHGATE	2055 SIESTA DR	34239
SARASOTA COUNTY SUPERVISOR OF ELECTIONS	101 S WASHINGTON BLVD	34236
SARASOTA COUNTY HEALTH DEPARTMENT - CHILD HEALTH CENTER	1750 17TH ST	34234
U S POST OFFICE - GLENGARRY	935 N BENEVA RD 801	34232
FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES SERVICE CENTER	601 S POMPANO AVE	34237
SARASOTA COUNTY CIRCUIT AND COUNTY COURTS - JUDICIAL CENTER	2002 RINGLING BLVD	34236
SARASOTA COUNTY CIRCUIT AND COUNTY COURTS - CRIMINAL JUSTICE CENTER	2071 RINGLING BLVD	34236
U S POST OFFICE - SARASOTA	1681 RINGLING BLVD	34236
SARASOTA COUNTY PROPERTY APPRAISER	2001 ADAMS LN	34230
SARASOTA COUNTY TAX COLLECTOR	101 S WASHINGTON BLVD	34236
CITY OF SARASOTA CITY HALL	1565 1ST ST	34236
SARASOTA COUNTY CIRCUIT AND COUNTY COURTS - SARASOTA COUNTY COURTHOUSE	2000 MAIN ST	34236
SARASOTA COUNTY HEALTH DEPARTMENT	2200 RINGLING BLVD	34237
SARASOTA COUNTY CIRCUIT AND COUNTY COURTS - COUNTY ADMINISTRATION CENTER	1660 RINGLING BLVD	34236
SARASOTA COUNTY EMERGENCY MANAGEMENT	1660 RINGLING BLVD	34236

Hospital Facilities

Facility Name	Address	Zip Code
BAYSIDE CENTER FOR BEHAVIORAL HEALTH AT SARASOTA MEMORIAL HOSPITAL	1650 S OSPREY AVE	34239
SARASOTA MEMORIAL HEALTH CARE SYSTEM	1700 S TAMIAMI TRAIL	34239

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
LIDO KEY BOULEVARD OF THE PRESIDENTS PARK	BOULEVARD OF THE PRESIDENTS	34236
MARY DEAN PARK	1506 CENTRAL AVE	34236
LIDO KEY - NORTH LIDO BEACH ACCESS	400 BENJAMIN FRANKLIN DR	34236
KEN THOMPSON PARK & BOAT RAMP	1700 KEN THOMPSON PKY	34236
ROBERTS MEMORIAL PARK	1901 RINGLING BLVD	34236
BAY ISLAND PARK SOUTH	946 SIESTA DR	34242
NICK LUCAS BASEBALL COMPLEX	1200 N TUTTLE AVE	34237
SARASOTA CITY PARK	3690 CAMINO REAL	34239
BIRD KEY PARK SOUTH	200 JOHN RINGLING CSWY	34236
NORTH WATER TOWER PARK	4700 RILMA AVE	34234
CHARLES RINGLING PARK	1650 RINGLING BLVD	34236

Facility Name	Address	Zip Code
COMMUNITY GARDEN PARK	1440 BOULEVARD OF THE ARTS	34236
FRUITVILLE ROAD PARK	400 N BENEVA RD	34232
PINEAPPLE PARK	135 S PIINEAPPLE AVE	34236
SARASOTA CITY PARK	1 N LEMON AVE	34236
ST ARMANDS CIRCLE PARK	JOHN RINGLING BLVD & S BLVD OF PRESIDENTS	34236
COHEN PARK	1900 MYRTLE ST	34234
WATERFRONT PARK AT CENTENNIAL PARK	1000 BLVD OF THE ARTS	34236
THE BAY (BAYFRONT COMMUNITY CENTER PARK AND SARASOTA LAWN BOWLING CLUB)	803 N TAMIAMI TRL	34236
BAYFRONT PARK AND MARINA	2 MARINA PLAZA	34236
BAYFRONT PARK EAST 41	US 41 & GULFSTREAM AVE	34236
SAPPHIRE SHORES PARK	5015 SUN CIR	34234
FIREHOUSE PARK	3530 OLD BRADENTON RD	34234
LEGACY TRAIL - POMPANO AVENUE TRAILHEAD	601 S POMPANO AVE	34237
SAN REMO PARK	TANGIER TER S & SIESTA DR	34239
SARASOTA CENTENNIAL PARK & BOAT RAMP	1059 N TAMIAMI TRL	34236
DR MARTIN LUTHER KING JR PARK	2523 COCOANUT AVE	34234
WHITAKER GATEWAY PARK	1446 N TAMIAMI TRL	34236
SELBY FIVE POINTS PARK	1 CENTRAL AVE	34236
AVION PARK	436 N POMPANO AVE	34237
BIRD KEY PARK	200 JOHN RINGLING CSWY	34236
FRED ATKINS PARK	2401 WASHINGTON BLVD	34234
COOLIDGE PARK / LIDO BEACH POOL AND PAVILION	400 BENJAMIN FRANKLIN DR	34236
TONY SAPRITO PIER	420 JOHN RINGLING CSWY	34236
BABE RUTH PARK	185 S POMPANO AVE	34237
RINGLING CAUSEWAY PARK	420 JOHN RINGLING CSWY	34236
LUKEWOOD PARK	1900 BROTHER GEENEN WAY	34236
CLEVELAND DRIVE BEACH ACCESS	CLEVELAND DR	34236
GILLESPIE PARK	710 N OSPREY AVE	34236
YOUTH ATHLETIC COMPLEX	2810 17TH ST	34237
SHENANDOAH PARK	715 N EAST AVE	34237
A B SMITH PARK	2110 ADAMS LN	34237
CENTRAL BROADWAY PARK (BOULEVARD OF THE ARTS PARK)	803 N TAMIAMI TRL	34236
HARTS LANDING	420 JOHN RINGLING CSWY	34236
LAUREL PARK SARASOTA	1725 LAUREL ST	34236
FRED GLOSSIE ATKINS PARK	2581 WASHINGTON CT	34234
EASTWOOD PARK	422 W CORNELIUS CIR	34232
GALVIN PARK	3435 HIGEL AVE	34242
NORTH BRIDGE OUTLOOK PARK	1475 State Hwy 758	34239
BAY ISLAND PARK NORTH	946 SIESTA DR	34242
PAYNE PARK	2050 ADAMS LN	34237
ROBERT L TAYLOR COMMUNITY COMPLEX	1845 34TH ST	34234
ORANGE AVENUE PARK	1822 N ORANGE AVE	34234
PIONEER PARK	1121 COCOANUT AVE	34236

Facility Name	Address	Zip Code
TED SPERLING PARK AT SOUTH LIDO BEACH	2201 BENJAMIN FRANKLIN DR	34236
ARLINGTON PARK AND AQUATIC COMPLEX	2650 WALDEMERE ST	34239
BOBBY JONES GOLF CLUB: BRITISH/EXECUTIVE/AMERICAN COURSES	1000 CIRCUS BLVD	34232
INDIAN BEACH DRIVE PARK	BAYSHORE RD	34234
LITTLE FIVE POINTS PARK	PINAPPLE AVE & ORANGE AVE	34236
LINKS PLAZA PARK	1900 MAIN ST	34236
MCCLELLAN PARKWAY PARK	2240 MCCLELLAN PKY	34239
NORASOTA WAY	946 SIESTA DR	34242
BAY WALK PARK	1500 KEN THOMPSON PKY	34236

Religious Centers

Facility Name	Address	Zip Code
CHURCH OF GOD	2066 8TH ST	34237
UNITED PENTECOSTAL CHURCH	1850 FRUITVILLE ROAD	34236
CHRISTIAN SCIENCE CHURCH	2100 MAIN STREET	34237
GLORIUS COMMUNITY HOLINESS CHURCH	1799 22ND STREET	34234
ST ARMANDS KEY LUTHERAN CHURCH	40 N ADAMS DRIVE	34236
ST PAUL LUTHERAN CHURCH	2256 BAHIA VISTA STREET	34239
FIRST CONGREGATIONAL UNITED CHURCH OF CHRIST	1031 SOUTH EUCLID AVENUE	34237
HENRY L PORTER EVANGELISTIC	403 N WASHINGTON BOULEVARD	34236
LIGHT OF THE WORLD INTERNATIONAL CHURCH	3650 17TH ST	34232
12TH ST CHURCH OF CHRIST	3389 12TH STREET	34237
IGLESIA EVANGELICA NUEVA VIDA	1026 41ST ST	34234
MOUNT CALVARY BAPTIST CHURCH	1494 DR MARTIN LUTHER KING WAY	34234
CROSSROADS UNITED METHODIST CHURCH	4726 NORTH TAMIAMI TRAIL	34234
BETHEL CME METHODIST CHURCH	1719 22ND STREET	34234
HARVEST TABERNACLE	209 N LIME AVENUE	34237
SARASOTA CENTER OF LIGHT	2710 BROWNING STREET	34237
SARASOTA HOUSE OF PRAYER	1872 18TH ST	34234
CHURCH OF THE REDEEMER EPISCOPAL	222 SOUTH PALM AVENUE	34236
HOLY TRINITY ANGLICAN CHURCH	5333 N TAMIAMI TRL	34234
SOUTH SHORE COMMUNITY CHURCH	1899 S TUTTLE AVENUE	34239
PENTECOSTAL CHURCH OF GOD	1814 29TH STREET	34234
SARASOTA FIRST BAPTIST CHURCH	1661 MAIN ST	34236
NEWTOWN GOSPEL CHAPEL	1815 GILLESPIE AVENUE	34234
KOINONIA MISSIONARY BAPTIST	409 N LIME AVENUE	34237
TEMPLE BETH SHOLOM	1050 S TUTTLE AVE	34237
UNITARIAN UNIVERSALIST CHURCH	3975 FRUITVILLE ROAD	34232
TRINITY CHRISTIAN FELLOWSHIP CENTER	800 COCOANUT AVENUE	34236
FIRSTBORN CHURCH	2869 N OSPREY AVE	34234
FIRST BRETHREN CHURCH	150 N SHADE AVE	34237
TRUE VINE BAPTIST CHURCH	1947 31ST STREET	34234
TRUE WORSHIP OUTREACH MINISTRY	1854 DR MARTIN LUTHER KING JR WAY	34234

Facility Name	Address	Zip Code
BETHLEHEM BAPTIST CHURCH	1680 18TH STREET	34234
MT CALVARY MISSIONARY BAPTIST	1760 24TH STREET	34234
CONCORDIA EVANGELICAL LUTHERAN	2185 WOOD STREET	34237
FELLOWSHIP OF BELIEVERS	3333 12TH ST	34237
NEW TESTAMENT CHRUCH OF DELIVERANCE	1731 DR MARTIN LUTHER KING JR WAY	34234
FIRST CHURCH OF THE NAZARENE	3375 FRUITVILLE ROAD	34237
SOUTHSIDE BAPTIST CHURCH	2035 MAGNOLIA STREET	34239
NEW BETHEL BAPTIST CHURCH	2504 GILLESPIE AVENUE	34234
CORNERSTONE BAPTIST CHURCH	3308 17TH STREET	34235
FAITH PRESBYTERIAN CHURCH	1201 NORTH BENEVA ROAD	34232
GREATER HURST CHAPEL AME CHURCH	2730 N LINKS AVENUE	34234
SHILOH PRIMITIVE BAPTIST CHURCH	3099 N OSPREY AVENUE	34234
FIRST HAITIAN BAPTIST CHURCH	3200 BRADENTON RD	34234
12 SPRINGS CHURCH	1355 BOULEVARD OF THE ARTS	34236
FIRST PRESBYTERIAN CHURCH-USA	501 BOWMAN COURT	34237
FIRST UNITED METHODIST CHURCH	104 SOUTH PINEAPPLE AVENUE	34236
NEW APOSTOLIC CHURCH	2850 8TH ST	34237
SAINT MARTHA CATHOLIC CHURCH	200 NORTH ORANGE AVENUE	34236
CHURCH OF CHRIST	2740 NORTH OSPREY AVENUE	34234
COMMUNITY BIBLE CHURCH OF SARASOTA	1959 DR MARTIN LUTHER KING WAY	34234
KADAMPA MEDITATION CENTER	730 N WASHINGTON BLVD	34237
BAY SHORE MENNONITE CHURCH	3809 CHAPEL DRIVE	34234
PAYNE CHAPEL AME CHURCH	1910 CENTRAL AVENUE	34234

Public Schools

Facility Name	Address	Zip Code
RINGLING SCHOOL OF ART AND DESIGN	2700 NORTH TAMIAMI TRAIL	34234
SARASOTA MILITARY ACADEMY	801 N ORANGE AVE	34236
SUNCOAST SCHOOL FOR INNOVATIVE STUDIES	845 S SCHOOL AVE	34237
SARASOTA HIGH SCHOOL	2155 BAHIA VISTA ST	34239
BAY HAVEN SCHOOL OF BASICS PLUS	2901 W TAMIAMI CIR	34234
EAST WEST COLLEGE OF NATURAL MEDICINE	3808 N TAMIAMI TRL	34234
CHILDREN FIRST	1723 N ORANGE AVE	34234
TUTTLE ELEMENTARY SCHOOL	2863 8TH ST	34237
SARASOTA COUNTY ACCELERATION ACADEMIES	935 N BENEVA RD	34232
DREAMERS ACADEMY	1050 S TUTTLE AVE	34237
ALTA VISTA ELEMENTARY SCHOOL	1050 S EUCLID AVE	34237
SARASOTA SCHOOL OF ARTS/SCIENCES	717 CENTRAL AVE	34236
SOUTHSIDE ELEMENTARY SCHOOL	1901 WEBBER ST	34239
BROOKSIDE MIDDLE SCHOOL	3636 S SHADE AVE	34239
NEW COLLEGE OF FLORIDA	5800 BAYSHORE RD	34243
BOOKER HIGH SCHOOL	3201 N ORANGE AVE	34234

Veteran Organizations and Facilities

Facility Name	Address	Zip Code
AMVETS POST 1019	501 N BENEVA ROAD	34237
SARASOTA COUNTY VETERANS SERVICE OFFICE	2200 RINGLING BOULEVARD	34237
DISABLED AMERICAN VETERANS CHAPTER 97	2445 FRUITVILLE ROAD	34237
VFW POST 3233 - SARASOTA SUNSHINE	124 S TUTTLE AVENUE	34237

Mobile Home Parks

Facility Name	Address	Zip Code
ORANGE AVENUE MOBILE HOME PARK	1500 N ORANGE AVE	34236
FRIENDSHIP VILLAGE	1197 EAST AVENUE N	34237
RINGLING OAKS MHP	2736 BRADENTON RD	34234
DESOTO PLACE	1100 UNIVERSITY PKWY	34234
SARALAKE ESTATES MOBILE HOME PARK	3190 BAHIA VISTA	34239
OAKWOOD MANOR MHP	3330 FRUITVILLE RD	34237

Group Care Facilities

Facility Name	Address	Zip Code
EXCELSIOR OMEGA INC	15 DADE AVENUE	34232
FRUITVILLE HOLDINGS - OPPIDAN INC	4024 FRUITVILLE RD	34232
FRUITVILLE HOLDINGS - OPPIDAN, INC	4038 FRUITVILLE RD	34232
PLYMOUTH HARBOR INC	700 JOHN RINGLING BLVD	34236
BRISIANA MANOR ALF	16 ST LUCIE AVE	34232
LIGHTSHARE BEHAVIORAL WELLNESS & RECOVERY	1451 10TH ST	34236-4048
ALDERMAN OAKS RETIREMENT CENTER INC	727 HUDSON AVENUE	34236
LIGHTSHARE BEHAVIORAL WELLNESS & RECOVERY	1451 10TH STREET	34236
BROOKDALE SARASOTA MIDTOWN	2186 BAHIA VISTA STREET	34239
GRAND VILLA OF SARASOTA	730 SOUTH OSPREY AVENUE	34236
NEUROINTERNATIONAL HEALTHCARE, LLC	4004 FRUITVILLE ROAD	34232
BAYSHORE PLACE	1303 N TAMIAMI TRL	34236
NEUROINTERNATIONAL HEALTHCARE, LLC	10 MIMOSA DR	34232
EMPATH TIDEWELL HOSPICE	5955 RAND BOULEVARD	34238-5160
TINA'S ALF	1172 TARPON AVENUE	34237
HERON HOUSE	3221 FRUITVILLE RD	34237
PINES OF SARASOTA	1251 NORTH ORANGE AVENUE	34236
NEUROINTERNATIONAL HEALTHCARE, LLC	60 BEARDED OAKS DR	34232
FRUITVILLE HOLDINGS OPPIDAN INC	4024 FRUITVILLE ROAD	34232
THE MEADOWS OF SARASOTA SENIOR LIVING	1809 18TH STREET	34234
RENAISSANCE MANOR	1401 16TH ST	34236-2519

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

121150010001, 121150002002, 121150006003, 121150005006, 121150016003, 121150011005, 121150004024, 121150007003, 121150005005, 121150018022, 121150006006, 120810009004, 121150019011, 121150002001, 121150001003, 121150001002, 121150001001, 121150011006, 121150006001, 121150005001, 121150007001, 121150001005, 121150018013, 121150003001, 121150009001, 121150001004, 121150011002, 121150003002, 121150005004, 121150005003, 121150005002, 121150002003, 121150006002, 121150007002, 121150003003, 121150006004, 121150002004, 121150004012, 121150013001, 121150009002, 121150010002, 121150001006, 121150004013, 121150004025, 121150004021, 121150012002

2000 Census Block Groups

121150007001, 121150009001, 121150019031, 121150002001, 121150002002, 121150018013, 121150005011, 121150006022, 121150011023, 121150005021, 121150012021, 121150007003, 121150009002, 121150002003, 121150011012, 121150003002, 121150004013, 121150005022, 121150003003, 121150004012, 121150004051, 121150001013, 121150001011, 121150005023, 121150004032, 121150012032, 120810009024, 121150010001, 121150005031, 121150004041, 121150013011, 121150002004, 121150006021, 121150004031, 121150012022, 121150007002, 121150006011, 121150001023, 121150001021, 121150018042, 121150016013, 121150010002, 121150001012, 121150001022, 121150006012, 121150005012, 121150003001, 121150005032

2010 Census Block Groups

121150002004, 121150001012, 121150011013, 121150018014, 121150006011, 121150005021, 121150004062, 121150013011, 121150007002, 121150009001, 121150010001, 121150005012, 121150011023, 121150004072, 121150012032, 121150001013, 121150006021, 121150004071, 121150005031, 121150012021, 121150007004, 121150007003, 121150002003, 121150011014, 121150001023, 121150005023, 121150004061, 121150012022, 121150004041, 121150012023, 121150009002, 121150019031, 121150010002, 121150005011, 121150002001, 121150001021, 121150006022, 120810009024, 121150002002, 121150003003, 121150003002, 121150006012, 121150003001, 121150004012, 121150004013, 121150004011, 121150007001, 121150001022, 121150018042, 121150005032, 121150001011, 121150005022, 121150016013, 121150004051

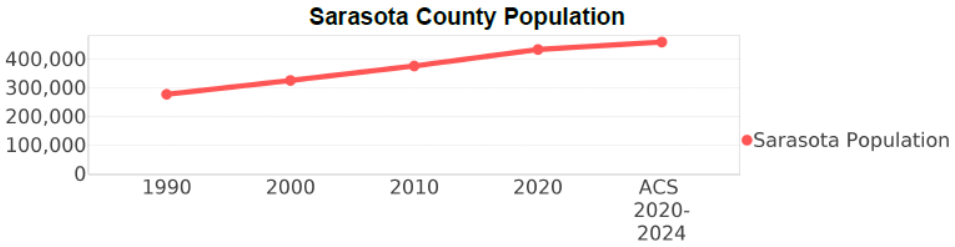
Census Block Groups

121150019031, 120810009024, 121150002002, 121150003002, 121150005011, 121150018042, 121150004061, 121150004051, 121150009001, 121150001033, 121150002003, 121150002001, 121150006021, 121150004041, 121150012032, 121150007001, 121150002004, 121150003003, 121150018013, 121150004013, 121150010002, 121150010001, 121150005032, 121150007002, 121150007003, 121150009002, 121150001022, 121150006011, 121150005023, 121150005022, 121150004062, 121150001041, 121150001042, 121150011014, 121150006022, 121150004071, 121150004073, 121150012021, 121150012023, 121150013011, 121150001031, 121150001032, 121150006012, 121150005012, 121150003001, 121150001021, 121150011021, 121150004012, 121150012022, 121150004052, 121150011013, 121150001023, 121150005021, 121150004011, 121150016013, 121150004072, 121150005031

Sarasota County Demographic Profile

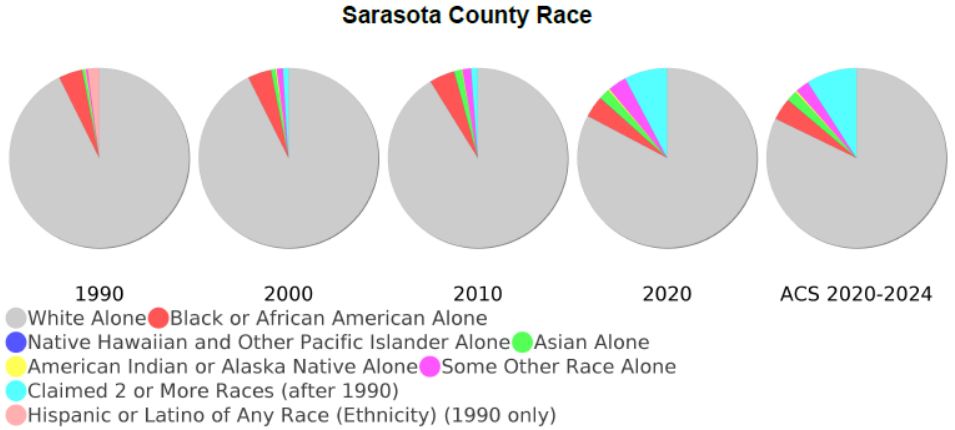
General Population Trends - Sarasota [5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Total Population	277,776	325,957	376,200	434,006	459,547
Total Households	125,493	149,937	169,009	200,211	212,204
Average Persons per Acre	0.75	0.88	1.016	1.17	1.29
Average Persons per Household	2.213	2.128	2.00	2.13	2.13
Average Persons per Family	2.658	2.662	2.81	2.82	2.67
Males	130,050	154,273	179,638	206,860	220,359
Females	147,726	171,684	196,562	227,146	239,188



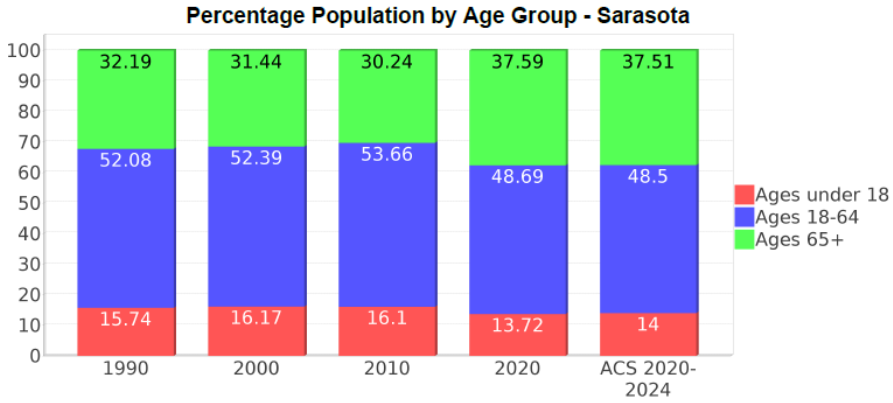
Race and Ethnicity Trends - Sarasota [5, 8, 9]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
White Alone	262,836 (94.62%)	301,972 (92.64%)	342,987 (91.17%)	359,053 (82.73%)	377,661 (82.18%)
Black or African American Alone	12,073 (4.35%)	13,677 (4.20%)	17,082 (4.54%)	16,781 (3.87%)	18,197 (3.96%)
Native Hawaiian and Other Pacific Islander Alone	44 (0.02%)	35 (0.01%)	85 (0.02%)	182 (0.04%)	237 (0.05%)
Asian Alone	1,386 (0.50%)	2,624 (0.81%)	5,060 (1.35%)	8,515 (1.96%)	8,919 (1.94%)
American Indian or Alaska Native Alone	483 (0.17%)	812 (0.25%)	589 (0.16%)	1,320 (0.30%)	1,418 (0.31%)
Some Other Race Alone	954 (0.34%)	3,478 (1.07%)	5,823 (1.55%)	14,536 (3.35%)	11,229 (2.44%)
Claimed 2 or More Races	(NA)	3,359 (1.03%)	4,574 (1.22%)	33,619 (7.75%)	41,886 (9.11%)
Hispanic or Latino of Any Race (Ethnicity)	5,882 (2.12%)	14,373 (4.41%)	27,759 (7.38%)	43,236 (9.96%)	48,971 (10.66%)
Not Hispanic or Latino (Ethnicity)	271,894 (97.88%)	311,584 (95.59%)	348,441 (92.62%)	390,770 (90.04%)	410,576 (89.34%)
Minority (Race and Ethnicity)	19,681 (7.09%)	33,834 (10.38%)	57,470 (15.28%)	84,306 (19.43%)	91,760 (19.97%)



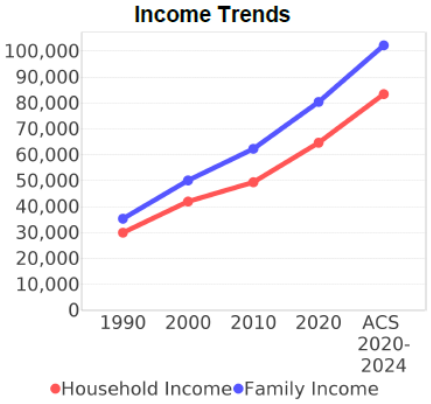
Age Trends - Sarasota [5]

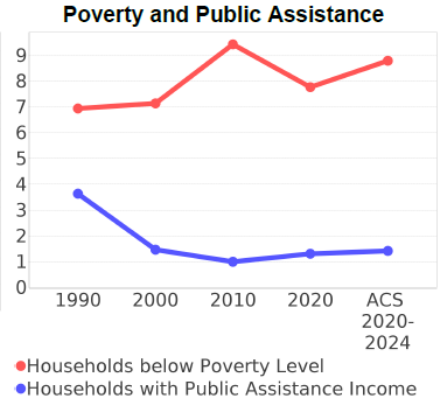
Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Under Age 5	4.56%	3.87%	3.99%	3.03%	3.29%
Ages 5-17	11.18%	12.30%	12.11%	10.69%	10.71%
Ages 18-21	3.57%	3.00%	3.61%	3.19%	3.26%
Ages 22-29	8.33%	5.93%	6.40%	6.08%	6.39%
Ages 30-39	12.55%	11.04%	9.16%	8.31%	8.52%
Ages 40-49	10.84%	13.32%	12.40%	9.24%	9.16%
Ages 50-64	16.79%	19.10%	22.09%	21.86%	21.15%
Age 65 and Over	32.19%	31.44%	30.24%	37.59%	37.51%
-Ages 65-74	17.95%	15.23%	14.65%	19.76%	18.59%
-Ages 75-84	11.14%	12.08%	11.25%	12.84%	13.84%
-Age 85 and Over	3.10%	4.13%	4.34%	4.99%	5.08%
Median Age	NA	50	52	57.6	57.4



Income Trends - Sarasota [5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Median Household Income	$29,919	$41,957	$49,388	$64,644	$83,416
Median Family Income	$35,322	$50,111	$62,326	$80,438	$102,230
Population below Poverty Level	6.93%	7.77%	10.47%	8.65%	8.59%
Households below Poverty Level	6.94%	7.14%	9.43%	7.77%	8.79%
Households with Public Assistance Income	3.64%	1.47%	1.00%	1.31%	1.42%





Disability Trends - Sarasota [10]

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Population 16 To 64 Years with a disability	12,749 (5.42%)	34,337 (11.14%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	18,580 (9.24%)	19,371 (9.07%)

Educational Attainment Trends - Sarasota [11, 5]

Age 25 and Over

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Less than 9th Grade	12,282 (5.65%)	8,674 (3.38%)	7,622 (2.60%)	7,409 (2.16%)	7,007 (1.90%)
9th to 12th Grade, No Diploma	28,473 (13.10%)	24,490 (9.54%)	19,852 (6.76%)	15,768 (4.60%)	12,333 (3.34%)
High School Graduate or Higher	176,620 (81.25%)	223,638 (87.09%)	266,088 (90.64%)	319,462 (93.24%)	350,002 (94.76%)
Bachelor's Degree or Higher	47,681 (21.93%)	70,446 (27.43%)	85,375 (29.08%)	124,739 (36.41%)	150,741 (40.81%)

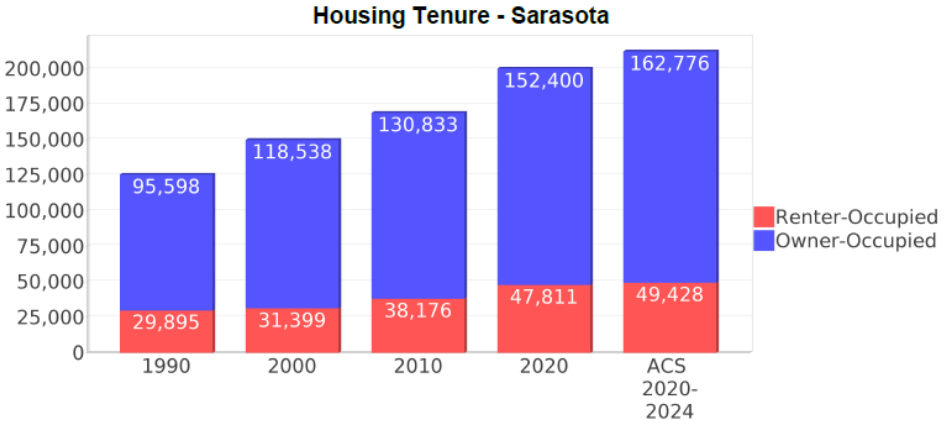
Language Trends - Sarasota [5]

Age 5 and Over

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Speaks English Well	4,415 (1.67%)	7,341 (2.34%)	8,629 (2.39%)	12,604 (3.05%)	15,074 (3.39%)
Speaks English Not Well	NA (NA)	4,388 (1.40%)	6,973 (1.93%)	6,232 (1.51%)	6,864 (1.54%)
Speaks English Not at All	NA (NA)	1,482 (0.47%)	2,335 (0.65%)	1,691 (0.41%)	2,286 (0.51%)
Speaks English Not Well or Not at All	2,132 (0.80%)	5,870 (1.87%)	9,308 (2.58%)	7,923 (1.92%)	9,150 (2.06%)
Speaks English Less than Very Well	NA (NA)	13,211 (4.22%)	17,937 (4.97%)	20,527 (4.97%)	24,224 (5.45%)

Housing Trends - Sarasota [5]

Description	1990	2000	2010[1]	2020[1]	ACS 2020-2024
Total	157,055	182,467	225,913	253,231	266,492
Units per Acre	0.424	0.493	0.61	0.68	0.75
Single-Family Units	83,700	116,036	149,688	162,872	180,134
Multi-Family Units	26,191	46,025	55,344	60,174	63,919
Mobile Home Units	14,512	20,226	20,731	21,433	22,112
Owner-Occupied Units	95,598	118,538	130,833	152,400	162,776
Renter-Occupied Units	29,895	31,399	38,176	47,811	49,428
Vacant Units	31,562	32,530	56,904	53,020	54,288
Median Housing Value	$86,900	$112,000	$235,100	$269,300	$411,800
Occupied Housing Units w/No Vehicle	7,773 (6.19%)	8,975 (5.99%)	9,848 (5.83%)	9,200 (4.60%)	8,684 (4.09%)
Median year householder moved into unit - Total	NA	NA	NA	2012	2015
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2009	2013
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2020
Abroad 1 year ago	NA	NA	NA	2,285	2,746
Different house in United States 1 year ago	NA	NA	NA	64,088	65,815
Same house 1 year ago	NA	NA	NA	358,389	388,362
Geographical Mobility in the Past Year - Total	NA	NA	NA	424,762	456,923



Data Sources

ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and ACS 2020-2024. The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: https://www.fdot.gov/environment/pubs/sce/sce1.shtm.

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

(8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html)

(9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: MINORITY = TOTALPOP - WHITE_NH where TOTALPOP is the Total Population and WHITE_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: MINORITY = B01003_E001 - B03002_E003. (Note, the WHITE_NH population is not reported separately in this report.)

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2020-2024 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

APPENDIX 2

Public Engagement Summary

Public Engagement Summary

Overview

The Transportation Chapter was informed by a multi-phase public engagement process conducted by the City of Sarasota between May 2025 and Summer 2026. Outreach activities were guided by the Public Involvement Plan (May 2025), which established engagement objectives, target audiences, outreach methods, documentation procedures, and Title VI considerations.

The engagement program was conducted consistent with Chapter 163, Part II, Florida Statutes, and provided multiple opportunities for meaningful public input prior to transmittal and adoption hearings. All comments were documented and tracked through a formal Comment Matrix to ensure transparency and accountability in how public feedback informed draft revisions.

The public process emphasized:

- Early input prior to drafting transportation policy
- Geographic distribution of events
- Multiple participation formats (in-person, online, written)
- Accessibility and language inclusion
- Transparent documentation of input and response
- Alignment with relevant plans

Engagement Objectives

Consistent with the Public Involvement Plan, engagement for the chapter update was designed to:

- Inform the community about the scope and direction of the Transportation Chapter update
- Gather input on transportation priorities, safety concerns, and mobility needs
- Review and refine draft Goals, Objectives, and Action Strategies
- Ensure alignment with adopted policy frameworks, including Sarasota in Motion and the Engineering Design Criteria Manual
- Present draft findings and recommendations prior to adoption hearings
- Provide multiple opportunities for participation across neighborhoods, stakeholder groups, and partner agencies

Participation at a Glance

Between May 2025 and Summer 2026, the City implemented a multi-phase engagement program designed to inform, involve, and incorporate community input throughout the Transportation Chapter update process. Public participation

occurred through a survey, in-person meetings, formal hearings, and written comment opportunities.

Engagement Summary Metrics

118 Completed surveys

9 Total public meetings/hearings (4 hearings pending)

73 Total public meeting attendees

14 Written comments received

In addition to direct outreach, the Transportation Chapter update received earned media coverage that expanded public awareness beyond City communication channels.

All comments received, whether submitted online, by email, or at public meetings, were logged and tracked in a formal Comment Matrix. This tracking process ensured that each submission was reviewed, categorized, and considered prior to transmittal and final adoption, reinforcing the City's commitment to transparency and accountability.

Sampling of Media Placements

Sarasota city residents encouraged to participate in transportation survey, with Aug. 10 deadline set, The Sarasota News Leader, July 24, 2025.

City of Sarasota hosts open house for the community's transportation needs, ABC7 WWSB, October 23, 2025.

These news stories highlighted key participation milestones, including the community survey deadline and open house events, reinforcing the City's invitation for public input and extending outreach to audiences who may not regularly engage through municipal newsletters or social media platforms.

Outreach

To maximize awareness of engagement opportunities, the City implemented a coordinated communications strategy focused on clear, consistent messaging across multiple platforms. Outreach efforts emphasized upcoming meetings, survey availability, key milestones, and the importance of public input in shaping the Transportation Chapter.

Ongoing Digital Engagement

The City maintained a continuous digital presence throughout the Transportation Chapter update to ensure accessible, transparent, and timely public participation. A dedicated project webpage on the Engage Sarasota platform served as the central

hub for the project, housing background materials, meeting notices, the survey link, draft documents, presentation materials, and comment submission tools.

Residents were able to subscribe to receive email notifications regarding new materials, upcoming meetings, and key milestones. Surveys and supporting reports were available online to allow participation at any time, and written comments could be submitted electronically throughout the process.

Media Releases and Public Notices

Media releases were issued at major project milestones and distributed through the City's official news feed, website, and e-newsletter. Notices were also provided to local media outlets to broaden awareness beyond City-managed channels.

E-Newsletter and Direct Email Distribution

Project updates were shared through the City's e-newsletter and through targeted email notifications to neighborhood associations, business organizations, partner agencies, and prior engagement participants. These direct communications provided event reminders, survey deadlines, and links to draft materials.

Social Media Outreach

Official City social media accounts promoted engagement opportunities, meeting reminders, and access to the project webpage. Posts were timed to reinforce key participation windows, including survey deadlines and public meeting dates.

On-Site Promotion

Printed flyers were posted at municipal buildings and libraries, directing residents to the project webpage and providing meeting details and comment instructions.

Earned Media Coverage

Local news outlets extended the reach of City communications. Coverage in The Sarasota News Leader (July 24, 2025) promoted the community survey and participation deadline, and ABC7 WWSB (October 23, 2025) reported on the community open houses. This earned media broadened public awareness among audiences who may not regularly access City communication channels.

Engagement Opportunities

The City provided multiple opportunities for participation throughout the update process, including:

- Stakeholder Listening Sessions (May 2025)
- Sarasota City Plan Transportation Survey (Summer 2025)
- Public Meeting – Goal and Objectives (August 21, 2025)
- Community Open Houses (3) – Draft Action Strategies (October 2025)

- Public Meeting – Findings and Draft Recommendations (February 3, 2026)
- Adoption Public Hearings (Spring–Summer 2026)
- Ongoing Digital Engagement

Stakeholder Listening Sessions

Facilitated listening sessions were held on May 27, 2025, with Community Organizations, Government Agencies, and Neighborhood Leaders. Sessions were open for public observation and structured around transportation challenges, opportunities for high-impact improvements, and partnerships or policy strategies to improve mobility outcomes.

Stakeholders emphasized Sarasota's built-out constraints and the need to prioritize practical, high-leverage strategies rather than relying primarily on roadway widening. Recurring themes included improving east–west connectivity, expanding Complete Streets beyond Downtown (including Newtown), addressing congestion through operational improvements, enhancing pedestrian and bicycle safety, integrating micro-mobility, improving crash data coordination, and aligning parking management with mobility goals. This input informed the Chapter's safety-first direction, expanded multimodal emphasis, and performance-based framework.

Sarasota City Plan Transportation Survey

The Sarasota City Plan Transportation Survey was conducted from June 16 through August 11, 2025, to gather citywide input on daily mobility challenges and desired improvements.

A total of 118 completed surveys were submitted during the survey period, providing citywide input on mobility challenges, priorities, and future transportation investments. The survey reinforced strong support for safer and more comfortable walking and bicycling conditions, including continuous and connected facilities, safer crossings, and improved intersection design. Respondents consistently raised concerns regarding corridor congestion, intersection operations, and signal timing reliability.

Overall, results indicated a clear preference for practical alternatives to single-occupant vehicle travel, particularly in areas where safety concerns, sidewalk and bikeway gaps, and limited transit comfort discourage mode choice. Feedback also highlighted context-specific needs in activity centers and visitor-oriented areas such as Downtown and barrier-island access, with recurring themes related to parking and circulation management, improved transit rider comfort (shade, seating, and usability), and concerns regarding e-bike behavior and conflicts on shared facilities.

Consistent with the Stakeholder Listening Sessions, survey findings supported a policy direction centered on safety and multimodal connectivity, coupled with congestion management strategies focused on operations, demand management,

and high-quality non-automobile options rather than roadway widening in a largely built-out city.

Public Meeting – Draft Goal and Objectives

On August 21, 2025, the City hosted a community workshop/public meeting at Selby Public Library to review and refine the preliminary Transportation Chapter goal and objectives. The meeting included a presentation on the City Plan update process, survey highlights, and proposed Transportation Chapter direction, followed by interactive polling and facilitated input stations.

The meeting format provided a structured way to identify which concepts resonated most strongly with participants. The workshop documented strongest support for pedestrian and bicycle network use, safety, and convenience; transportation system performance; multimodal transportation; and land use coordination, with comparatively lower support for topics such as parking management and emerging mobility concepts at that stage of the process.

Participant feedback emphasized the importance of implementation accountability, prioritizing protected bicycle facilities (not solely painted lanes), improving transit frequency and usability, and aligning land use intensity with mobility investments.

Community Open Houses – Draft Action Strategies

In October 2025, the City hosted three geographically distributed open houses to share draft action strategies and gather location-based feedback. Events were held on October 21 (East Sarasota – Harvest Tabernacle), October 22 (North Sarasota – Robert L. Taylor Community Complex), and October 23 (Barrier Islands – St. Armands Key Lutheran Church). All open houses followed the same interactive, drop-in format, with staffed stations and take-home materials to support informed participation.

Attendance was intentionally documented and reported: eight participants attended the East Sarasota open house, six attended the North Sarasota open house, and six attended the Barrier Islands open house. Although turnout was modest, the City documented that discussions were in-depth and highly engaged, with participants providing detailed, experience-based feedback.

Across locations, input reinforced the need to address neighborhood safety and sidewalk gaps, corridor congestion and operational improvements, and barrier-island circulation challenges tied to seasonality, evacuation reliability, and parking management. The open houses also reinforced a consistent theme that operational and multimodal strategies should be evaluated before considering physical capacity expansion.

Public Meeting – Findings and Draft Recommendations

On February 3, 2026, the City held a public meeting at the City Hall Annex (SRQ Media Studio) to present consolidated findings and draft recommendations prior to transmittal to state review agencies. Staff reviewed the revised Goal and Objectives, explained the transition from LOS to a V/C planning indicator, presented context-based performance thresholds, outlined the mitigation evaluation framework, and summarized next steps toward adoption. Materials were made available online, and written comments were accepted.

Public Hearings – Transportation Chapter Adoption

The draft Transportation Chapter was formally considered through the public hearing process in accordance with Chapter 163, Part II, Florida Statutes, and City Code. Public testimony was invited at each hearing, and written comments were accepted. The hearing process ensured transparency, statutory compliance, and formal consideration of community input prior to final adoption.

On March ___, 2026, the Planning Board conducted a public hearing to review the draft Transportation Chapter for consistency with the Comprehensive Plan. After receiving staff presentation and public comment, the Planning Board recommended _____.

On _____, 2026, the City Commission transmittal hearing, public testimony supported _____. The Commission voted to [transmit the draft to state review agencies].

Following state review and consideration of agency comments, the City Commission conducted a final public hearing on _____, 2026, and _____ the Transportation Chapter by ordinance. Public comments expressed _____.

How Public Input Shaped the Transportation Chapter

Public engagement directly influenced the structure, priorities, and implementation framework of the Transportation Chapter. Community input informed revisions to the Goal, Objectives, and Action Strategies, resulting in a clearer, more context-sensitive and safety-driven policy direction grounded in documented survey findings and stakeholder discussions.

Refinement of the Overall Goal

Listening sessions and survey responses emphasized safety, neighborhood livability, economic vitality, resilience, and expanded mobility options beyond single-occupant vehicles. Participants also expressed that transportation policy should align with adopted plans and ongoing investments. Many recognized that the Transportation Master Plan reflects extensive prior community input and provides operational guidance for mobility across all modes.

In response, the Goal was expanded and structured to align with the direction established in the Transportation Master Plan, ensuring consistency between the Comprehensive Plan policy framework and the City's implementation strategy. This alignment connects long-range policy direction with capital programming, performance monitoring, and day-to-day transportation decisions.

The revised structure articulates commitments related to growth and changing travel patterns, quality of life, diverse transportation choices, climate adaptation, coordination with land use, and economic vitality. It reflects how respondents described transportation not simply as infrastructure, but as a system that supports daily life, redevelopment, and long-term sustainability.

Transition to a Context-Based Performance Framework

Survey participants acknowledged Sarasota's right-of-way constraints and recurring congestion concerns. While some respondents supported roadway expansion, the survey results showed stronger support for operational improvements, safer street design, and multimodal investments over building more roads.

This feedback informed the City's transition from traditional Level of Service metrics to a V/C planning indicator integrated with context classifications from the Engineering Design Criteria Manual. The Chapter clarifies that performance should be managed primarily within existing public right-of-way through operational improvements, multimodal investments, safety treatments, and transportation demand management strategies before considering capacity expansion. Additional explanatory language improves transparency and reduces misinterpretation of planning-level performance indicators.

Safety as the Primary Performance Priority

Public comments consistently prioritized pedestrian safety, intersection improvements, protected bicycle facilities, and slowing traffic speeds. Slowing traffic to make streets safer and designing streets for all users ranked among the higher long-term investment priorities

In response, the Chapter strengthens the objective to reduce traffic-related serious injuries and fatalities and integrates crash history, target speed alignment, and vulnerable user considerations into system performance decisions. Safety is clearly positioned as the primary transportation performance priority.

Multimodal Network Completion and Accessibility

Survey results showed strong support for connected sidewalks, protected bike lanes, more pedestrian-friendly streets, and improved transit reliability. Residents also emphasized first- and last-mile connections and practical transit improvements such as frequency and reliability.

The Action Strategies were refined to emphasize network completion rather than isolated improvements, clarify development requirements for pedestrian and bicycle

access, strengthen transit-supportive development language, and formally recognize micromobility integration and regulation.

Clarification of Development Impacts

Stakeholders requested clearer expectations regarding development review on constrained corridors. In response, the Chapter defines a pre-development baseline condition, clarifies that applicants are not responsible for fully correcting existing congestion, and identifies reasonable and proportionate multimodal, operational, safety, or demand management measures as appropriate mitigation tools. These refinements improve predictability while maintaining consistency with Florida Statutes.

Resiliency, Evacuation, and Special District Conditions

Barrier-island participants and seasonal residents emphasized evacuation reliability, flooding concerns, and seasonal travel variation. The Chapter strengthens coordination related to hurricane evacuation, vulnerable asset prioritization, resilient infrastructure design, and context-sensitive strategies in Special Districts.

Parking and Economic Vitality

Survey responses reflected mixed but significant views on parking. A majority expressed support for repurposing some street parking if satellite parking and shuttle options are available, while a notable portion opposed such changes. Respondents also emphasized the importance of maintaining access to downtown destinations.

The updated policies reflect this balance by expanding curbside management tools, recognizing paid parking and smart technology strategies, and aligning transportation investments with Downtown Master Plan and economic vitality objectives.

Summary of Engagement Outcomes

Across all phases of engagement, consistent themes emerged. Participants expressed strong support for a safety-first transportation system grounded in Vision Zero principles, safer intersection design, protected bicycle facilities, improved pedestrian crossings, and climate-responsive design. Multimodal connectivity was a clear priority, with support for expanding Complete Streets citywide, improving transit frequency and reliability, integrating micro-mobility, and strengthening first- and last-mile connections.

Stakeholders emphasized the importance of implementation and accountability, including piloting improvements, measuring system performance, aligning funding with adopted priorities, and moving from planning to action. Many participants recognized the importance of integrating land use and transportation, noting that

walkable development patterns, neighborhood-serving retail, parking strategy, and transit investment directly influence travel behavior.

A recurring theme was Sarasota's highly built-out urban context. Participants acknowledged limited right-of-way on major corridors and generally supported prioritizing operational strategies, multimodal improvements, and demand management before considering roadway widening. Overall, engagement demonstrated consistent community support for a safe, connected, multimodal, and performance-driven transportation system aligned with the City's long-term vision to 2055.

APPENDIX 3

Transportation Concurrency Framework

Technical Memorandum

TECHNICAL MEMORANDUM

Transportation Chapter Concurrency Updates
Sarasota City Plan (Comprehensive Plan) Update
Version: February 16, 2025 Update

Prepared by: Jason Collins, Ph.D., P.E., AICP, ADEAS-Q
Prepared for: Alvimarie Corales, AICP, Chief Transportation Planner, City of Sarasota

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Purpose and Statutory Framework for Transportation Concurrency Review

The purpose of this Technical Memorandum is to summarize the review of transportation concurrency provisions within the Sarasota City Plan, the City's adopted Comprehensive Plan. This is considered to be back-up reference material for the appendix within the updated Transportation Chapter of the Sarasota City Plan and Support Document.

The review focuses on how existing concurrency policies address developer accountability and mitigation of transportation impacts, with specific consideration of the following components:

- Transportation Concurrency Methodology
- Transportation Concurrency Management Area
- Transportation Concurrency Exception Area
- Newtown Area

This review started with a review of Florida Statute (F.S.) 163.3177; which establishes the required and optional elements of a local government comprehensive plan. As related to transportation planning, the statute emphasizes the importance of the following core components:

1) Meaningful and Predictable Standards
2) Clearly Articulated Goals, Objectives, Policies, and Strategies
3) Ongoing Monitoring and Evaluation

F.S. 163.3180 identifies the requirements and optional considerations for concurrency in the State. While this memorandum focuses on transportation concurrency, it is acknowledged that concurrency provisions also apply to other public facilities, including

potable water, sanitary sewer, solid waste, stormwater drainage, parks, and public schools.

Transportation concurrency is an optional local planning tool. A local government may modify or rescind transportation concurrency via a Comprehensive Plan Amendment (CPA) in accordance with the state review process outlined in F.S. 163.3184(3).

Under Florida law, only government entities responsible for providing, financing, operating, or regulating public transportation facilities needed to serve development can establish binding level-of-service (LOS) standards. Local governments are required to use professionally accepted methodologies to evaluate the transportation impacts of development. It is our opinion that the volume/capacity ratio method is a professionally accepted technique to measure LOS impacts from developments. Quantitative approaches, such as the volume-to-capacity (v/c) ratio, are widely recognized as professionally accepted techniques for assessing roadway segment and intersection performance.

Further, F.S. §163.3180(5)(f)1 encourages local governments to complement traditional concurrency approaches with tools and techniques, such as:

- Multimodal solutions, urban design, land use mix, development intensity and residential density
- Secondary priority to vehicle mobility
- Establish of multimodal LOS standards that prioritize non-automobile travel where existing or planned infrastructure or design supports adequate mobility.

F.S. §163.3180(11)(b)4. also provides that if a local government repeals transportation concurrency, it may adopt an alternative mobility-planned and fee-based. Such a system cannot be used to deny development approval if the adopted fees have been paid. In these cases, an applicant is entitled to dollar-for-dollar credits for impact fees, mobility fees, or similar payments made to mitigate transportation impacts.

Current Transportation Concurrency Methodology

The City's transportation concurrency methodology has evolved through a series of incremental updates over the last 10-15 years which have been implemented through Land Development Code amendments the rather than through a comprehensive update to the Sarasota City Plan. As a result, the current framework lacks a clear, consolidated

description of applicable LOS standards, making the methodology difficult to interpret and apply consistently.

Concurrency typically has the most influence on arterials identified within the City's Thoroughfare Plan, like US 41, US 301, Beneva Road, Tuttle Avenue, and Bee Ridge Road. Larger development applications are frequently located along busy, commercial corridors and are therefore more likely to trigger concurrency review. Many of these facilities, however, are under the jurisdiction authority of the Florida Department of Transportation (FDOT) or Sarasota County for maintenance and/or access. While the City may apply LOS standards on roadway segments that are not part of the State Strategic Intermodal System (SIS), the City's ability to implement operational or capacity improvements on these corridors is limited by jurisdictional authority. The City's Land Development Code partially addresses this limitation through the "Site Access and Circulation Study" provisions which allow for more detailed Transportation Impact Analysis (TIA) when deemed necessary by the City Engineer. These studies provide a mechanism to evaluate site-specific operational impacts and identify appropriate mitigation measures. Also, the City's adopted Multimodal Transportation Impact Fee (MMTIF) establishes a clear method for documenting development-related transportation impacts and ensuring proportional mitigation contributions.

Given these considerations, we believe the Transportation Chapter would benefit from transitioning from the traditional "A" → "F" LOS standard (as provided on Page 60 of the current Transportation Chapter) to a more consistent and quantitative volume-to-capacity (v/c) ratio method for evaluating road segments and intersections. This approach reflects approved professional practices, improves transparency, and provides greater predictability for both public review and private development applications. The Transportation Chapter will also be updated to align with the Context Classification with the City's Engineering Design Criteria Manual (EDCM), as well as other more recent reference documents.

Sarasota City Plan Transportation Concurrency Exception Area

The Transportation Concurrency Exception Area (TCEA) provisions in the Sarasota City Plan rely heavily on planning documents developed more than two decades ago, including the Downtown Master Plan and Downtown Mobility Study. Since adoption of these documents, the City has advanced its transportation and land use framework through more recent initiatives. The Transportation Chapter will be updated to reflect

current guiding documents, including the EDCM and the Citywide Transportation Master Plan (Sarasota-in-Motion).

As part of this update, the City should consider updating the TCEA boundary to better reflect areas where multimodal safety, accessibility, and connectivity are prioritized. Emphasis on multimodal LOS standards within the TCEA would be consistent with adopted City policies supporting walkable urban form, transit-supportive development, and reduced reliance on single-occupant vehicle travel. Similar multimodal performance considerations may also be appropriate for designated commercial nodes and high-density mixed use corridors previously adopted by the City Commission.

Downtown Sarasota has reached a level of investment/development where transportation subsidies are no longer required to activate development activity. Instead, the City's focus can shift toward reinforcing high-quality urban design, context-sensitive architecture, and a balanced transportation system that supports long-term livability and economic vitality.

The City's Multimodal Transportation Impact Fee provides an appropriate and predictable mechanism for addressing development-related transportation impacts within the TCEA. This fee-based approach allows for proportional mitigation while supporting multimodal infrastructure investments aligned with adopted plans. The current rate structure is included for reference.

Newtown Area

The Newtown Area should continue to be a targeted area with incentives for redevelopment. Existing concurrency provisions and incentive structures recognize Newtown's unique historic, social, and economic context and remain an important component of the City's broader redevelopment strategy.

As part of this update, the City may consider whether expanding the Newtown boundary to the east and north would better align with current land use patterns, transportation needs, and redevelopment objectives. Modifications to transportation impact fee structures within this area may also be explored as a supporting incentive; however, it is recognized that transportation impact fees are not typically a primary determinant of development location decisions. Concurrency and fee policies should therefore be viewed as one of several coordinated tools that influence redevelopment outcomes.

While concurrency is only one element of the City's development review framework, it can play an important role in managing transportation impacts and advancing multimodal mitigation strategies in the Newtown Area. Retaining the Site Access and Circulation Study provisions within the Transportation Impact Analysis requirements allows the City to require detailed operations analysis where warranted, ensuring that redevelopment supports safe and functional access for all travel modes.

Consideration may be given for a committee process evaluating potential modifications to the Newtown Redevelopment Area and TCEA. This process could inform decisions regarding whether concurrency should be modified, replaced, or, eliminated within these areas, or potentially citywide. The Newtown CRA Advisory Board may likely be the de facto steering committee for this process.

Regardless of the approach, the overarching objective should be the establishment of balanced multimodal performance standards supported by a consistent and transparent Capital Improvement Program that provides predictability for both public investment and private development.

Overall, a Multimodal Transportation Impact Fee that is directly linked to the Capital Improvement Program (CIP), Sarasota-in-Motion, and the Multimodal Connections Plan offers a practical mechanism for developer accountability and proportional mitigation. As such, the updated Multimodal Transportation Impact Fee schedule has been updated with an effective date of January 1, 2025 (Ordinance No. 24-5542).

Adopted 2/19/19

Multi-Modal Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Citywide Rates	Downtown[1]		Newtown CRA[2]	North Trail[3]
				<10,000 sf	≥10,000 sf		
RESIDENTIAL:							
210	Single Family (Detached) - Qualifies Under Very Low Income or Low Income Criteria	du	$0	$0		$0	$0
	Single Family (Detached) - Less than 1,500 sf	du	$5,423	$5,423		$2,712	$2,712
	Single Family (Detached) - 1,500 to 3,499 sf	du	$7,340	$7,340		$3,670	$3,670
	Single Family (Detached) - 3,500 sf and greater	du	$8,161	$8,161		$8,161*	$8,161*
220	Multi-Family (Apartment) - Qualifies Under Very Low Income or Low Income Criteria	du	$0	$0		$0	$0
	Multi-Family (Apartment) - Less than 800 sf	du	$3,375	$3,375		$1,688	$1,688
	Multi-Family (Apartment) - 800 sf or and greater	du	$4,738	$4,738		$2,369	$2,369
230	Residential Condo/Townhouse - Qualifies Under Very Low Income or Low Income Criteria	du	$0	$0		$0	$0
	Residential Condo/Townhouse - Less than 1,000 sf	du	$3,574	$3,574		$1,787	$1,787
	Residential Condo/Townhouse - 1,000 to 1,399 sf	du	$4,139	$4,139		$2,070	$2,070
	Residential Condo/Townhouse - 1,400 sf and greater	du	$5,220	$5,220		$2,610	$2,610
240	Mobile Home Park/RV Park	du	$2,687	$2,687		$1,344	$1,344
251	Retirement Community/Age-Restricted Single-Family	du	$2,385	$2,385		$1,193	$1,193
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	$679	$679		$340	$340
LODGING:							
310,320	Hotel/Motel	room	$2,629	$2,629		$263	$657
RECREATION:							
420	Marina	berth	$2,501	$2,501		$2,501	$2,501
430	Golf Course	acres	$4,273	$4,273		$4,273	$4,273
443	Movie Theater	1,000 sf	$7,802	$7,802		$780	$1,951
492	Health/Fitness/Athletic Club	1,000 sf	$22,443	$22,443		$2,244	$5,611
495	Recreational/Community Center	1,000 sf	$18,281	$18,281		$1,828	$4,570
INSTITUTIONS:							
520,522	Elementary/Middle School (Private)	1,000 sf	$6,622	$6,622		$6,622	$6,622
530	High School (Private)	1,000 sf	$6,966	$6,966		$6,966	$6,966
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,690	$1,690		$1,690	$1,690
540	University/Junior College (more than 7,500 students) (Private)	student	$1,276	$1,276		$1,276	$1,276
560	Church	1,000 sf	$4,442	$4,442		$4,442	$4,442
565	Day Care	1,000 sf	$0	$0		$0	$0
580	Museum	1,000 sf	$1,527	$1,527		$153	$382
610	Hospital	1,000 sf	$9,573	$9,573		$9,573	$9,573
620	Nursing Home	1,000 sf	$2,362	$2,362		$2,362	$2,362
OFFICE:							
710	General Office 6,000 sf or less	1,000 sf	$7,346	$7,346		$735	$1,837
710	General Office 6,001-50,000 sf	1,000 sf	$10,338	$10,338		$1,034	$2,585
710	General Office 50,001-100,000 sf	1,000 sf	$8,757	$8,757		$876	$2,189
710	General Office 100,001-200,000 sf	1,000 sf	$7,410	$7,410		$741	$1,853
710	General Office 200,001-400,000 sf	1,000 sf	$6,274	$6,274		$627	$1,569
710	General Office greater than 400,000 sf	1,000 sf	$5,690	$5,690		$569	$1,423
720	Medical Office (0-10,000 sf)	1,000 sf	$16,613	$16,613		$1,661	$4,153
720	Medical Office (>10,000 sf)	1,000 sf	$24,217	$24,217		$2,422	$6,054
770	Business Park (Flex Space)	1,000 sf	$8,535	$8,535		$854	$2,134
RETAIL:							
812	Building Materials/Lumber Store	1,000 sf	$29,705	$29,705		$2,971	$7,426
813	Discount Superstore, Free-Standing	1,000 sf	$15,105	$15,105		$15,105	$15,105
814	Variety Store	1,000 sf	$8,763	$3,908	$8,763	$876	$2,191
815	Discount Store, Free-Standing	1,000 sf	$7,846	$7,846		$785	$1,962
816	Hardware/Paint	1,000 sf	$7,027	$3,129	$7,027	$703	$1,757
820	Retail 6,000 sfgla or less	1,000 sfgla	$4,552	$2,918	$4,552	$455	$1,138
820	Retail/Shopping Center 6,001-50,000 sfgla	1,000 sfgla	$11,845	$11,845		$1,185	$2,961
820	Retail/Shopping Center greater than 50,001 sfgla	1,000 sfgla	$10,778	$10,778		$1,078	$2,695
841	New/Used Auto Sales	1,000 sf	$13,642	$13,642		$13,642	$13,642
843	Automobile Parts Store	1,000 sf	$31,527	$31,527		$3,153	$7,882
848	Tire Store	1,000 sf	$8,963	$8,963		$8,963	$8,963
850	Supermarket	1,000 sf	$15,933	$15,933		$1,593	$3,983
854	Discount Supermarket	1,000 sf	$26,995	$26,995		$2,700	$6,749
857	Discount Club	1,000 sf	$12,415	$12,415		$12,415	$12,415
862	Home Improvement Superstore	1,000 sf	$9,141	$9,141		$914	$2,285
880,881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	$8,455	$6,607	$8,455	$846	$2,114
890	Furniture Store	1,000 sf	$2,363	$2,363		$2,363	$2,363
912	Bank/Savings w/Drive-In	1,000 sf	$24,263	$24,263		$2,426	$6,066
931	Sit-Down Restaurant	1,000 sf	$30,212	$9,810	$30,212	$3,021	$7,553
932	High-Turnover Restaurant	1,000 sf	$33,578	$11,829	$33,578	$3,358	$8,395
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$80,282	$80,282		$80,282	$80,282
941	Quick Lube	bays	$14,427	$14,427		$14,427	$14,427
942	Automobile Repair Shop	1,000 sf	$10,164	$10,164		$1,016	$2,541
945	Gasoline/Service Station/Conv. Mart; 0 to 6 vfp	fuel pos.	$10,732	$10,732		$10,732	$10,732
	Gasoline/Service Station/Conv. Mart; 7 to 10 vfp	fuel pos.	$9,295	$9,295		$9,295	$9,295
	Gasoline/Service Station/Conv. Mart; 11 or more vfp	fuel pos.	$8,585	$8,585		$8,585	$8,585
947	Self-Service Car Wash	bays	$8,665	$8,665		$8,665	$8,665
n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	$113,038	$113,038		$113,038	$113,038
INDUSTRIAL:							
110,130	General Light Industrial/Industrial Park	1,000 sf	$4,657	$4,657		$466	$1,164
120	General Heavy Industrial	1,000 sf	$999	$999		$999	$999
140	Manufacturing	1,000 sf	$2,548	$2,548		$255	$637
150	Warehouse	1,000 sf	$2,377	$2,377		$2,377	$2,377
151	Mini-Warehouse/Storage	1,000 sf	$806	$806		$806	$806

Note: "n/a" for the current fee reflects that this land use is not specifically detailed in the current fee schedule. Under the current adopted impact fee schedule, these land uses are charged at the rate of a similar land use in the schedule. *The Single Family land use (3,500 sf and greater) does not receive a discount in the Newtown CRA and North Trail areas.

(1) Downtown shall mean the geographic area within the former Downtown Community Redevelopment Agency (CRA) of the City;

(2) Newtown CRA shall mean the Newtown Community Redevelopment Agency (CRA) area;

(3) North Trail shall mean those parcels which have frontage along the North Tamiami Trail corridor between 10th Street and the City limit line.

APPENDIX 4

Glossary

Glossary

The following definitions apply to terms used within the Transportation Chapter and Support Document of the Sarasota City Plan. Where applicable, definitions are consistent with Chapter 163, Florida Statutes, the City's Land Development Code, the Engineering Design Criteria Manual (EDCM), and professionally accepted transportation planning practice.

Access Management

A set of planning and engineering techniques used to control the location, spacing, design, and operation of driveways, median openings, and intersections in order to preserve roadway capacity, improve safety, and reduce conflict points.

Annual Average Daily Traffic (AADT)

The total volume of vehicle traffic on a roadway segment for a year divided by 365 days. AADT is used for long-term planning and performance evaluation.

Americans with Disabilities Act (ADA)

Federal civil rights legislation requiring that public facilities, including transportation infrastructure and transit services, be accessible to individuals with disabilities.

Area-Wide Mobility Management System

A transportation concurrency framework authorized under Florida law that evaluates development impacts within a defined geographic area using multimodal performance standards rather than solely roadway Level-of-Service (LOS).

Bicycle Facility

Infrastructure designed to accommodate bicycle travel, including shared-use paths, bicycle lanes, buffered lanes, cycle tracks, and wide curb lanes.

Built-Out Condition

A development pattern in which limited vacant land remains and future growth primarily occurs through redevelopment, infill, or intensification rather than outward expansion.

Capital Improvements Program (CIP)

The City's adopted multi-year schedule of capital projects identifying timing, funding sources, and financial feasibility for infrastructure improvements.

Concurrency

A growth management requirement under Florida law that public facilities and services needed to support development are available concurrent with the impacts of development.

Construction Staging Plan

A development-phase plan identifying temporary traffic control, access management, detours, and mitigation measures to minimize disruption to mobility during construction activities.

Context Classification (Sarasota Context Classification)

A City-adopted system, established in the Engineering Design Criteria Manual (EDCM), that categorizes streets based on surrounding land use, intensity, and urban form to guide design, operations, and performance expectations.

Context-Based Performance Framework

The City's adopted approach to transportation system evaluation that prioritizes safety and multimodal accessibility while using volume-to-capacity ratios and other indicators consistent with the surrounding context.

Context-Sensitive Design

Streets designed and operated to enable safe, comfortable, and convenient access for all users, including pedestrians, bicyclists, transit riders, motorists, freight carriers, children, older adults, and people with disabilities.

Corridor Intensification

Redevelopment or increased development intensity along major transportation corridors, often accompanied by multimodal improvements and access management strategies.

Curb Management

The planning and regulation of curbside space to balance competing uses such as transit stops, loading zones, rideshare pick-up/drop-off, micromobility parking, accessible spaces, and short-term parking.

Development Impact Evaluation

The process of analyzing the transportation effects of a proposed development and determining appropriate mitigation measures.

Downtown Core (C5 Urban Center)

The highest-intensity mixed-use context classification characterized by constrained right-of-way, high pedestrian activity, and emphasis on transit, curb management, and multimodal priority.

Engineering Design Criteria Manual (EDCM)

The City's adopted technical manual establishing roadway classifications, modal hierarchy, design standards, and performance expectations for transportation facilities.

Evacuation Route

A designated roadway used to facilitate movement of residents and visitors away from areas at risk during hurricanes or other declared emergencies.

Functional Classification

A classification system that defines the intended purpose of roadways (e.g., arterial, collector, local) based on mobility and access functions.

Hurricane Evacuation Clearance Time

The estimated time required to move vulnerable populations from evacuation zones to safe locations prior to the onset of hazardous conditions.

Intelligent Transportation Systems (ITS)

Technology-based systems used to improve transportation system management, including signal coordination, traffic monitoring, traveler information systems, and incident response.

Level-of-Service (LOS)

A qualitative measure describing operational conditions within a traffic stream, typically expressed as a letter grade from A (best) to F (worst), historically focused on vehicular delay.

Micromobility

Small, lightweight transportation devices or services operating at lower speeds, including electric scooters, shared bicycles, and similar emerging mobility options.

Mobility Evaluation Sequence

The ordered process used by the City to evaluate transportation impacts, emphasizing safety, operational strategies, multimodal mitigation, and financial feasibility prior to considering capacity expansion.

Modal Hierarchy

A City-adopted prioritization framework that establishes the relative priority of travel modes—typically prioritizing pedestrians, bicyclists, transit users, and vulnerable road users over single-occupant vehicles in urban contexts.

Multimodal

Referring to the integration and accommodation of multiple forms of transportation, including walking, bicycling, transit, automobiles, freight, and emerging mobility technologies.

Multimodal Capital Funding Alignment

The coordinated prioritization of capital improvement projects to ensure consistency between adopted transportation plans, the Capital Improvements Program (CIP), and the Multimodal Transportation Impact Fee (MMTIF) program.

Multimodal Capital Improvements Program (CIP) Coordination

The alignment of transportation capital investments with adopted multimodal performance goals, safety objectives, and context classifications.

Multimodal Enhancements

Improvements integrated into transportation projects that increase safety, accessibility, or convenience for pedestrians, bicyclists, transit users, and other non-automobile modes.

Multimodal Mitigation

Transportation improvements or strategies, such as pedestrian infrastructure, bicycle facilities, transit enhancements, or demand management programs, used to offset development impacts.

Multimodal Transportation Impact Fee (MMTIF)

A locally adopted fee assessed on new development to proportionately fund transportation improvements that mitigate development-related mobility impacts.

Newtown Transportation Area Mobility Strategy

A context-sensitive mobility framework applicable within the Newtown area that supports reinvestment, safety, and community connectivity.

Operational Improvements

Transportation system modifications that improve efficiency and safety without adding general-purpose travel lanes, including signal timing, access management, and intersection redesign.

Parking Management

Strategies used to manage parking supply and demand, including shared parking, pricing, structured parking, and time limitations.

Pedestrian Facility

Infrastructure designed to accommodate pedestrian travel, including sidewalks, crosswalks, pedestrian signals, and shared-use paths.

Performance Metric

A measurable indicator used to evaluate transportation system conditions, such as crash rate, travel time reliability, multimodal connectivity, or volume-to-capacity ratio.

Planning-Level Indicator

A performance metric used to guide long-range transportation planning and capital prioritization, rather than to regulate site-specific development approval.

Pre-Development Baseline Condition

The documented existing transportation system performance condition (e.g., V/C ratio, safety metrics) used as the reference point for evaluating incremental impacts of proposed development.

Proportionate Share Mitigation

A development mitigation mechanism authorized under Florida law that allows a developer to fund a proportional share of a needed transportation improvement.

Redevelopment

Development activity occurring on previously developed property, often involving adaptive reuse, infill construction, or intensification.

Resiliency

The ability of transportation infrastructure to withstand, adapt to, and recover from disruptions, including sea level rise, storm surge, flooding, extreme heat, and other climate-related hazards.

Rideshare

App-based or technology-enabled transportation service that connects passengers with drivers for on-demand trips. Rideshare typically operates through transportation network companies (TNCs) and involves passenger pick-up and drop-off activity that affects curb management and traffic operations.

Safety Action Plan

A locally adopted plan identifying high-risk locations and strategies to reduce traffic-related fatalities and serious injuries.

Seasonal Demand

Increased travel activity associated with seasonal population fluctuations, tourism, and temporary residency.

Signal Priority (Transit Signal Priority – TSP)

A traffic signal strategy that adjusts signal timing to reduce delay for approaching transit vehicles in order to improve service reliability and travel time.

Smart City Integration

The use of data analytics, sensors, and technology platforms to monitor and manage transportation performance in real time.

Special District

A context classification applied to areas with unique physical, environmental, or operational characteristics—such as waterfronts, barrier islands, campuses, or environmentally sensitive lands—requiring tailored transportation performance strategies.

Thoroughfare

A major roadway intended to carry significant volumes of traffic, typically classified as an arterial or collector.

Traffic Calming

Physical or operational measures implemented to reduce vehicle speeds and discourage cut-through traffic in neighborhoods.

Traffic Impact Study

A technical analysis evaluating the transportation effects of a proposed development and identifying necessary mitigation measures.

Transit Reliability

The consistency and predictability of transit service performance, including on-time arrival, travel time stability, and reduced delay along designated corridors.

Transportation Demand Management (TDM)

Strategies designed to reduce single-occupant vehicle trips or shift travel to alternative modes, including carpooling, transit incentives, staggered work hours, and parking management.

Transportation Systems Management (TSM)

Operational strategies intended to improve transportation system performance through signal optimization, access control, incident management, and other efficiency measures.

Transportation Concurrency Exception Area (TCEA)

A designated area where alternative transportation concurrency standards apply, typically emphasizing multimodal improvements rather than roadway widening.

Transportation Concurrency Management Area (TCMA)

A defined area where transportation performance is managed using context-sensitive and multimodal criteria consistent with Florida Statutes.

Urban General (C4)

An urban context classification including mixed-use commercial corridors and residential grid networks where multimodal connectivity, intersection safety, and access management are emphasized.

Urban Village (C5 Urban Center)

Compact mixed-use activity centers outside the Downtown Core are designed to support walkability, neighborhood-serving retail, transit access, and multimodal travel options.

Volume-to-Capacity Ratio (V/C)

A quantitative measure of roadway demand relative to its theoretical capacity. In this Chapter, V/C is used as a planning-level operational indicator within a broader context-based performance framework.

Vulnerable Road User

A person using a roadway without the protection of an enclosed motor vehicle and therefore at greater risk of serious injury in a crash. Vulnerable Road Users include pedestrians, bicyclists, persons using micromobility devices or mobility aids, motorcyclists, and children.

APPENDIX 5

Plans, Studies and Technical Resources

Plans, Studies, and Technical Resources

The publications, statutory authorities, technical manuals, modeling resources, and policy documents listed in this Appendix informed the preparation of the Goals, Objectives, and Action Strategies of this Transportation Chapter and provide the analytical and regulatory foundation for the inventory and mobility framework described in the Support Document.

All referenced materials are either in progress or available for public inspection at the City of Sarasota Public Works Department and Neighborhood and Development Services Department.

City of Sarasota Plans and Policy Documents

City of Sarasota. Sarasota City Plan – Transportation Chapter. Adopted May 1, 2017.

City of Sarasota. Sarasota in Motion – Transportation Master Plan. Accepted July 2020.

City of Sarasota. *Engineering Design Criteria Manual (EDCM)*. Adopted November 2024.

City of Sarasota. Multimodal Connections Plan. 2019.

City of Sarasota. Traffic Calming Plan.

City of Sarasota. Downtown Master Plan.

City of Sarasota. *Capital Improvements Program (CIP)*, current adopted edition.

City of Sarasota. Multimodal Transportation Impact Fee (MMTIF) Program Documentation.

City of Sarasota. Comprehensive Plan Evaluation and Appraisal Report (EAR), most recent adopted version.

Regional Plans and Technical Documents

Sarasota-Manatee Metropolitan Planning Organization. 2050 *Long-Range Transportation Plan (LRTP).* Adopted October 2025.

Sarasota-Manatee Metropolitan Planning Organization. *Transportation Improvement Program (TIP)*, current adopted edition.

Sarasota County. *Safety Action Plan*. 2025.

Sarasota County Area Transit. *Transit Development Plan (TDP)*, current adopted edition.

Sarasota County. Transportation Element and Capital Improvements documentation, as applicable to regional coordination.

Sarasota-Manatee Airport Authority. *Sarasota Bradenton International Airport Master Plan*, current adopted edition.

Florida Department of Transportation. District One Work Program and Five-Year Work Program, current adopted edition.

State and Federal Statutory and Regulatory Framework

State of Florida. *Florida Community Planning Act*, Chapter 163, Part II, Florida Statutes.

State of Florida. Section 163.3180, Florida Statutes (Concurrency; Mobility Management Systems).

Florida Department of Transportation. *Florida Transportation Plan*.

Florida Department of Transportation. Strategic Intermodal System (SIS) Policy Plan.

Florida Department of Transportation. *Quality/Level-of-Service Handbook*, current edition.

Federal Highway Administration. *Manual on Uniform Traffic Control Devices (MUTCD)*, current adopted edition.

U.S. Department of Transportation. *Safe Streets and Roads for All (SS4A) Guidance*, as applicable.

Professional Standards and Technical References

Transportation Research Board. *Highway Capacity Manual*, current edition.

Institute of Transportation Engineers. *Trip Generation Manual*, current edition.

Institute of Transportation Engineers. *Transportation Impact Analysis for Site Development*, current edition.

American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets*, current edition.

National Association of City Transportation Officials. *Urban Street Design Guide*, current edition.

National Association of City Transportation Officials. *Urban Bikeway Design Guide*, current edition.

League of American Bicyclists. Bicycle Friendly Community Program Materials.

American Planning Association. *Planning Advisory Service (PAS) Reports* related to multimodal transportation, concurrency reform, and context-sensitive solutions.

Climate, Resiliency, and Environmental Resources

National Oceanic and Atmospheric Administration. Sea Level Rise and Coastal Flood Risk Data Tools.

Federal Emergency Management Agency. Flood Insurance Rate Maps (FIRMs) and Hazard Mitigation Guidance.

Florida Department of Environmental Protection. Coastal Resilience and Adaptation Guidance.

Data Sources

U.S. Census Bureau. Decennial Census and American Community Survey (ACS) data sets.

Sarasota-Manatee Metropolitan Planning Organization. District 1 Regional Travel Demand Model outputs and traffic count data.

Florida Department of Transportation. Traffic count database, crash data, and seasonal adjustment factors.

City of Sarasota. Traffic counts, parking utilization studies, and multimodal inventory datasets maintained by the Public Works and Planning Departments.

Additional Technical Memoranda and Studies

Demographic Data Report (**Appendix 1**).

Public Engagement Summary Reports (**Appendix 2**.

Framework for Transportation Concurrency Technical Memorandum (**Appendix 3**).

Evaluation Matrix for the Existing Transportation Chapter

Evaluation of the Transportation Chapter

Overview of the chapter and its general condition

Please write a general review of the chapter's condition.

The current chapter is in need of a complete revision to reflect recent planning efforts, regulatory updates, and adopted frameworks guiding transportation policy and infrastructure planning. Several major policy documents and plans have been accepted, adopted, or are in advanced stages of completion since the chapter's last update. These documents and initiative include the following:

- Multimodal Connections Plan (2019)
- Sarasota in Motion (accepted in 2020)
- Destination Zero (2021)
- Engineering Design Criteria Manual (EDCM) (2024)
- Transit Development Plan (TDP) (2025)
- 2050 Long Range Transportation Plan
- Sarasota Safety Action Plan (2025)
- Traffic Calming Plan (2026).

Incorporating relevant elements from each of these sources will ensure consistency and alignment with the City's broader transportation vision and goals.

The goal should reflect the Core Transportation Values set forth in Sarasota in Motion, which were shaped by input from over 4,000 community participants. Sarasota in Motion served as the City's first citywide transportation Master Plan. These Values are:

• Address transportation at the neighborhood level and be inclusive, particularly for communities that have been historically underserved.

• Create safe streets for all ages and abilities, particularly for those that are most vulnerable, such as the elderly, children, people walking, and people biking.

• Create realistic choices beyond single-occupant automobiles.

• Be future-ready for transportation technology.

• Align transportation investments with sustainable growth and economic opportunity.

• Prepare for and mitigate the impacts of climate change.

The chapter currently includes 18 maps, of which:

- 3 maps require complete recreation due to outdated data or formatting.
- 12 maps needed updating to reflect new data, align with revised functional classifications, and integrate changes from new planning documents.
- At least 3 additional maps have been identified for potential inclusion, which may address emerging priorities or data visualization needs.

The chapter's objectives are modified to reflect new performance metrics and planning priorities. Updates include:

- Transitioning from Level of Service (LOS) metrics to Volume/Capacity (V/C) ratios, in alignment with evolving standards and accepted professional metrics.
- Integration of Context Classifications and their definitions to support context-sensitive planning and design. (EDCM)
- Incorporation of safety performance measures. (Sarasota in Motion)
- Parking, mobility, and emerging technologies strategies aligned with multimodal and demand-management approaches. (Sarasota in Motion)
- Incorporation of traffic calming principles and actions outlined in the upcoming Traffic Calming Plan.
- Updates to reflect the transition from Newtown Transportation Concurrency Management Area to the Newtown Transportation Area (NTA).

The chapter may also require the removal of the Transportation Concurrency Exception Area (TCEA) if it no longer aligns with the current policy direction. Additionally, the pivot from LOS to V/C ratio marks a fundamental shift in how transportation capacity and performance are assessed, which is clearly defined and explained within the chapter.

Overview of changes (1 Goal; 6 Sub-Goals; 13 Objectives)

The expanded transportation goal and updated objectives in this chapter are the result of extensive community input gathered throughout the update process. These updates reflect the community's priorities for safety, mobility, resilience, and economic vitality, while also integrating modern approaches to transportation planning and design. The goals and objectives have been organized into five focus areas to provide clear guidance for future action strategies:

A. Growth and Changing Travel Patterns

- Transportation System Performance – maintaining and modernizing infrastructure to handle growth and evolving demands
- Transportation Planning – planning tools to guide future development and adapt to changes in travel needs
- Newtown CRA – managing growth in redevelopment areas with tailored mobility strategies

B. Enhancing Quality of Life and Safe, Accessible Mobility

- Improve Safety for All Road Users – focused on safety for vulnerable users
- Increased Use, Safety, and Convenience of Pedestrian and Bicycle Networks – improving accessibility and comfort for active modes
- A Transportation System to Enhance and Preserve City Neighborhoods – applying context-sensitive design to improve livability

C. Recognizing and Providing Diverse Transportation Choices

- Multimodal Transportation – supporting transit, bicycle, pedestrian, micromobility, and ADA-compliant infrastructure
- Emerging and Alternative Mobility – recognizing and addressing autonomous vehicles, mobility on demand, water taxis, and advanced air mobility

D. Reducing Impacts from Extreme Weather and Adapting; Coordinating with Land Use

- A Transportation System Coordinated with Land Use –

- Using context-based design to incorporate stormwater management, infrastructure resiliency, and climate adaptation measures
- Tying mobility to land use through EDCM context classifications

- Coordination of Transportation Plans with Other Agencies – ensuring local plans align with regional and state priorities

E. Improving Economic Vitality

- Downtown Master Plan – enhancing streetscapes and walkability to increase economic activity
- Parking Management – supporting downtown access and business needs

Goals, Objectives and Action Strategies Evaluation

The evaluation of the Goals, Objectives, and Action Strategies is located in the following table that displays the currently adopted text and identifies staff comments and suggested revisions to the chapter based on those comments.

Terms used in the table:

Evaluation column: provides analysis of an adopted Goal, Objective, or Action Strategy as to whether it has been completed or is on-going followed by a brief comment.

Complete; followed by a comment

On-going; followed by a comment

Suggested Revision column: Identifies action to pursue for the next edition of the chapter.

Retain; without revision

Revise; retain with suggested revision identified in the table

Delete; remove from this chapter

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Goal: It shall be the goal of the City of Sarasota to develop and maintain a safe, convenient, balanced and efficient multimodal transportation system which: • Recognizes and promotes alternative transportation modes, • is coordinated with future land use plans of the City and adjacent jurisdictions, • promotes mobility of people, not only vehicles, • maintains the economic viability of the City's businesses, and, • enhances the quality of life for the City's neighborhoods.	On-going	This goal is revised to align with the City of Sarasota's Transportation Master Plan, Sarasota in Motion, which was accepted by City Commission and establishes the City's long-term multimodal transportation vision. The updated goal reflects City Commission direction to advance a transportation system that prioritizes safety, multimodal mobility, resiliency, coordination with land use, and economic vitality. Revising the goal ensures consistency with adopted City plans and satisfies Florida Statute §163.3177(1), which requires comprehensive plans to be internally consistent and coordinated across plan elements and implementing documents.	Revise	It shall be the goal of the City of Sarasota to develop and maintain a safe, convenient, balanced and efficient multimodal transportation system which: • Takes action to respond to growth and changes that affect travel patterns and impact the transportation system • E~~e~~nhances the quality of life for everyone promoting safe, efficient, connected, and accessible mobility for all people, ~~the City's neighborhoods.~~ • Recognizes and provides~~promotes~~ diverse ~~alternative~~ transportation ~~modes~~choices, • Reduces impacts from extreme weather events and helps the system adapt, • Coordinates ~~is coordinated~~ with future land use plans of the City and adjacent jurisdictions, and • M~~m~~aintains the economic viability of the City's businesses, and, improves the economic vitality of the City.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Objective 1 - Level-of-Service for a Safe, Convenient and Efficient Multimodal Transportation System: (See also Objective 2) To continue to provide a safe, convenient, balanced and efficient multimodal transportation system with an acceptable Level of Service (LOS) for all transportation modes that sustains the City's natural, aesthetic, social and economic resources.	On-going	This objective is deleted because it relies on Level of Service (LOS) as the primary transportation performance measure, which no longer reflects the approved City Commission direction. As part of the budget approval for the Transportation Chapter update, City Commission authorized staff to transition from LOS-based evaluation to volume-to-capacity (V/C) ratios as a planning-level performance indicator for vehicles. Florida Statute §163.3180 allows local governments to adopt different professionally accepted transportation performance measures beyond LOS, particularly in multimodal and urban contexts. Removing this objective avoids conflict with City Commission-approved policy direction and ensures internal consistency within the Transportation Chapter.	Delete	
NEW		This new objective implements City Commission direction provided during the budget approval process to transition from a Level of Service (LOS) transportation evaluation approach to a context based, multimodal system performance framework that uses volume to capacity (V/C). This approach aligns the City's methodology with the Florida Department of Transportation and the Sarasota-Manatee Metropolitan Planning Organization. The objective aligns with the Sarasota in Motion Transportation Master Plan accepted by the City Commission and reflects the City's approach to managing mobility in a city that is almost built out in terms of roadway infrastructure. Florida Statute §163.3177(6)(a) supports the use of multimodal strategies and performance measures that address safety, accessibility, and system efficiency rather than roadway expansion alone.		Transportation System Performance: The City shall provide a safe, convenient, balanced, and efficient multimodal transportation system. It has acceptable performance metrics for all transportation modes. These metrics shall sustain the City's natural, aesthetic, social and economic resources. All while ensuring the regular maintenance and modernization of transportation infrastructure to improve safety, resiliency, and user experience. Application of System Performance Framework: The Transportation System Performance Action Strategies are implemented using the context-based performance targets and solution sets identified in Table T-1, Context-Based V/C Performance Targets and Implementation Strategies. The table provides planning-level performance expectations by Sarasota context classification and identifies appropriate multimodal, operational, safety, and demand management strategies. When corridors approach or exceed the planning-level V/C targets identified in Table T-1, the corresponding Action Strategies shall be used to guide evaluation, prioritization, and implementation of improvements.
Action Strategies				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
1.1, Level-of-Service (LOS) Standards (roads): The level-of-service standards for roads shall be as follows: **LOS D** - on all roadways outside of the TCEA where the AADT (annual average daily traffic) of the roadway plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, is less than or equal to the LOS D service capacity of the roadway inclusive of any capacity projects fully funded within the adopted 5-year CIP. **LOS E** - on all roadways within the TCEA where the AADT of the roadway plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, is less than or equal to the LOS E service capacity of the roadway inclusive of any capacity projects fully funded within the adopted 5-year CIP. **Alternative LOS** - For roadways where existing traffic volumes plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, exceed the nominal Level of Service standards identified above inclusive of any capacity projects fully funded within the adopted 5-year CIP, then the Level of Service standard for those roadways shall be the volume to capacity ratio of the roadway where: • Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and; • Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP. The term "previously approved development" as used in this Action Strategy shall mean any development that has a valid, unexpired site plan or building permit approval, but which has not been issued a certificate of occupancy. The term “background traffic growth” as used in this Action Strategy will be calculated using a regression analysis of historical AADT counts for the subject roadway. If an accurate growth rate cannot be established for the subject roadway segment(s) due to lack of or erratic historical count data, then the overall citywide traffic growth rate shall be applied. In the event that the growth rate is less than zero (0), the applied growth rate shall be zero (0).	On-going	This action strategy is deleted because it establishes automobile-oriented Level of Service (LOS) standards based on vehicle speeds, which are no longer consistent with City Commission direction or adopted City transportation policy. City Commission approved the transition from LOS-based evaluation to volume-to-capacity (V/C) ratios as a planning-level performance indicator as part of the Transportation Chapter update budget approval. Florida Statute §163.3180 allows local governments to adopt different professionally accepted transportation performance measures beyond LOS, particularly in multimodal and urban contexts. Retaining vehicle LOS standards would conflict with the Sarasota in Motion Transportation Master Plan, and the Engineering Design Criteria Manual (EDCM), which emphasize multimodal, context-based performance.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
1.2, Concurrency on Roads Meeting Adopted LOS Standard: The City shall ensure that no development approvals are issued that would degrade the level-of-service conditions on roads within a transportation concurrency study area for a proposed development below adopted standards. In the event that a development proposal would reduce the LOS below the adopted LOS standard, then the following shall be required: • either a contribution to conventional mitigation measures, including a proportionate fair share or proportionate share contribution; • a Transportation Demand Management (TDM) Plan or Transportation Systems Management (TSM) plan for approval by the City Engineer; or • a contribution to the City's identified non-automobile improvement projects that would significantly mitigate automobile trips to and from the proposed project.	On-going	This action strategy is deleted because it is also directly dependent on LOS-based transportation concurrency, which the City is no longer using as its primary performance framework. Florida Statute §163.3180 provides flexibility for local governments to replace traditional concurrency requirements with different professionally accepted approaches that support multimodal transportation and urban redevelopment. Removing this strategy ensures consistency with City Commission direction, the Transportation Master Plan, and the updated Transportation Chapter performance framework.	Delete	
1.3, Concurrency on Deficient Roads: The City shall ensure that roads within a transportation concurrency study area for a proposed development that are currently operating below the adopted LOS standards, as identified in Illustration T-12, shall be maintained at or above the current level-of-service condition at the time of development review except in areas designated as a Transportation Concurrency Management Area (TCMA), Transportation Concurrency Exception Area (TCEA) or a Multi-Modal Transportation District (MMTD).	On-going	This action strategy is deleted because it relies on maintaining LOS standards on roadway segments already operating worse than adopted thresholds, which is inconsistent with the City's updated performance approach. The City is transitioning to a context-based, multimodal framework using V/C ratios and safety metrics rather than LOS remediation. Florida Statute §163.3180 supports alternative concurrency and performance management strategies, particularly where roadway expansion is not feasible. Removal avoids internal inconsistency within the Transportation Chapter.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
1.4, Multimodal Transportation System Impacts and Mitigation for Projects with Significant Adverse Impacts to Adopted LOS Standards: Development projects that exceed the applicable traffic impact study threshold and degrade the LOS on roadways that they significantly impact shall mitigate their impacts either through: • construction of an improvement(s) that restores the adopted LOS on those roadways made deficient by the development; or • construction of an improvement(s) that offsets the development's impact to roadways made deficient by the development (i.e. equal mitigation); or • financial contribution proportionate to the developer's impacts to one or more projects which in the opinion of the City Engineer substantially benefits the impact transportation network.	On-going	This action strategy is deleted because it requires mitigation based on LOS degradation rather than multimodal performance outcomes. The revised Transportation Chapter emphasizes proportional, multimodal, and operational strategies rather than restoring LOS through capacity expansion. Florida Statute §163.3180 allows local governments to manage development impacts using different professionally accepted multimodal approaches. Deleting this strategy aligns the Comprehensive Plan with adopted City policy and City Commission direction.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
1.5, Maintenance of Transportation System Standards: For developments that exceed the applicable trip generation threshold, the City shall require a traffic impact study to be performed. The traffic study shall identify roadway segments that are significantly impacted by the new development and when the traffic generated by the new development will cause one or more significantly impacted segments to fall below the applicable level of service standards as specified in Action Strategy 1.1, then the traffic impact study shall identify and prioritize those improvements necessary to maintain the adopted level of service for those roadway segments. • The LOS standard for roadway facilities is established in Action Strategy 1.1. For roadways where the AADT of the roadway plus the number of vested trips from previously approved development is less than the LOS standard (inclusive of any capacity projects fully funded within the adopted 5-year CIE), the number of trips projected to be added to the AADT on the road(s) by the proposed development shall not degrade the LOS below the standard. • The City shall establish procedures specifying the format and general methodology and parameters of Traffic Impact Studies. • A Non-de minimis development where the estimated peak hour trips exceed the applicable threshold is required to perform a traffic impact study to evaluate their compliance with the LOS standards set forth above. If the study indicates that the traffic impacts of the development breach the applicable LOS standards, the City shall require enforceable development agreements which commit the developer to make or contribute financially toward certain improvements to the multimodal transportation system to meet those standards or otherwise address the mobility demands created by the development. Developments which cannot meet the above standards shall not be approved.	On-going	This action strategy is deleted because it embeds LOS-based standards and thresholds that are no longer part of the City's adopted transportation performance framework. Traffic impact evaluation methodologies are addressed through implementing regulations and technical guidance rather than the Comprehensive Plan. Removing this policy improves clarity and aligns with Florida Statute §163.3177(1), which requires comprehensive plans to establish policy direction while implementation details are addressed through codes and procedures.	Delete	
1.6, LOS Study for Below Standard Thoroughfares: The City, in cooperation with the Metropolitan Planning Organization's Technical Advisory Committee (TAC), will study and recommend specific roadway improvements, TSM and TDM measures, to alleviate congestion on thoroughfares whose LOS is, or is projected to be, below adopted standard.	On-going	This action strategy is deleted because it relies on LOS deficiency studies that are no longer consistent with the City's performance-based, multimodal planning approach. The updated Transportation Chapter focuses on managing system performance using context-appropriate operational, safety, and multimodal strategies rather than LOS remediation. Florida Statute §163.3180 supports the use of different professionally accepted performance measures	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		in constrained urban environments, making this policy obsolete.		
1.7, Use of Transportation Systems Management (TSM) and Transportation Demand Management (TDM) to Remedy LOS Deficiencies: The City will pursue TSM and TDM measures, as appropriate, to remedy existing and projected Level-of-Service (LOS) deficiencies.	On-going	This action strategy is deleted because it frames Transportation Systems Management (TSM) and Transportation Demand Management (TDM) solely as tools to remedy LOS deficiencies rather than as integral components of a multimodal performance framework. TSM and TDM concepts are incorporated throughout the revised Transportation Chapter as updated policies that address safety, efficiency, and multimodal access. Removing this strategy avoids duplication and aligns with Florida Statute §163.3177(1) regarding internal plan consistency.	Delete	
1.8, Capital Improvements Plan (CIP): The projects identified in Illustration CI-7 of the Capital Improvements Plan will be implemented to achieve and maintain the adopted levels-of-service standards.	On-going	This action strategy is deleted because it links Capital Improvement Program (CIP) implementation to maintaining vehicle LOS standards rather than to multimodal performance outcomes. The City's capital programming is now guided by the Sarasota in Motion Transportation Master Plan, and the EDCM, which prioritize safety, accessibility, and multimodal investment. This revision aligns with Florida Statute §163.3177(1)(f), which requires coordination between the Transportation Element and the Capital Improvements Element.	Delete	
1.9, Seasonal Demand: In order to more accurately measure level-of-service deficiencies, the City, utilize FDOT and Sarasota County peak seasonal demand which is developed based on seasonal variations in traffic volumes, transit ridership, and bicycle usage.	On-going	This action strategy is deleted because it is tied to refining vehicle LOS measurement rather than evaluating broader multimodal system performance. Seasonal demand considerations are addressed through operational planning and evacuation coordination rather than LOS thresholds. Removing this strategy supports Florida Statute §163.3177(6)(f) by allowing seasonal and evacuation considerations to be addressed through appropriate resiliency and emergency planning policies rather than roadway vehicle LOS metrics.	Delete	
1.10, Intelligent Transportation: The City shall coordinate its pursuit of "Intelligent Transportation Systems" with the Sarasota-Manatee Metropolitan Planning Organization and Sarasota and Manatee	On-going	This action strategy is deleted because it references outdated regional ITS structures and frames intelligent transportation primarily as a	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Counties to help manage congestion, including real-time on-line information on congested facilities, incident management, and temporary lane reversals. The City shall support the MPO Regional Advanced Traffic Management Center.		congestion and LOS management tool. Smart mobility, technology integration, and operational strategies are addressed through updated action strategies that align with current City practices and Sarasota in Motion. Removing this policy improves accuracy and aligns with Florida Statute §163.3177(6)(a).		
1.11, Extent of Developer's Obligation to Mitigate Development Traffic Impacts: If, as a condition of permit approval, a development is required to mitigate multimodal transportation system impacts pursuant to Action Strategy 1.5 and the Traffic Impact Study Requirements provided within the City's Zoning Code, the obligation of the developer, expressed in terms of the combined value of private funds, contributions of land, and construction and contribution of facilities shall be limited as follows: • Building Permits, Site Plan Approvals, and Subdivision Plats: In the event that a developer seeking a Building Permit, Site Plan Approval, or Subdivision Plat and must make improvements to the multimodal transportation system in order to maintain the adopted LOS standards established under Action Strategy 1.1; the developer shall not be obligated to make improvements or contribute funds, land, or other considerations separately or collectively beyond what is necessary to offset the incremental impact of the traffic generated by the subject development provided that: a) such contribution is applied toward a multimodal transportation system improvement that is reasonably related to the mobility demands created by the development and is fully funded within the adopted 5-year CIP or b) such contribution is sufficient to fully fund a multimodal transportation system improvement that, in the opinion of the City Engineer, is reasonably related to and significantly addresses the mobility demands created by the development and these are added to the CIP at the next regularly scheduled update. c) In the event of condition a), then the developer's contribution shall offset the developer's Multi Modal Transportation Impact Fees obligation. In the event of condition b), the developer's contribution shall only offset the developer's Multi Modal Transportation Impact Fees obligation to the extent that the City Commission elects to update the CIP to shift the developer's	On-going	This action strategy is deleted because it establishes vehicle LOS-based mitigation obligations that are no longer consistent with the City's transportation impact management approach process. Development impacts are now addressed through multimodal impact fees, proportional mitigation, and context-based performance strategies rather than solely vehicle LOS restoration. Florida Statute §163.3180 allows alternative approaches to transportation impact management, and removal of this policy ensures consistency with adopted City plans and legal frameworks.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
impact fee obligation from established CIP priorities to the project that is being added. • Rezonings and Future Land Use Map Amendments: In the event that a developer seeking a Rezoning or Future Land Use Map amendment must make improvements to the multimodal transportation system in order to maintain the adopted LOS standards established under Action Strategy 1.1; the developer shall not be obligated to make improvements or contribute funds, land, or other considerations separately or collectively beyond what is necessary to offset the incremental impact of the traffic generated by the subject development provided that: a) such contribution is applied toward one or more multimodal transportation system improvements that offset the development's traffic impacts on the specific roadway segments that are made deficient by the development's traffic and are fully funded within the adopted 5-year CIP or b) such contribution is sufficient to fully fund one or more multimodal transportation system improvements that offset the development's traffic impacts on the specific roadway segments that are made deficient by the development's traffic and these are added to the CIP at the next regularly scheduled update or c) such contribution is sufficient to fully fund one or more multimodal transportation system improvements that in the opinion of the City Commission are reasonably related to and significantly address the mobility demands created by the development and these are added to the CIP at the next regularly scheduled update. d) Because the specific impacts of a development may not be known at the point of a Rezoning or Future Land Use Map amendment, a developer may elect to update their traffic impact study as part of a subsequent development order application; however, the traffic study thresholds and terms governing the extent of the developer's mitigation obligations for Rezoning and Future Land Use Map amendments shall remain intact. e) In the event of condition a), then the developer's contribution shall offset the developer's multimodal impact fee obligations as may be assessed pursuant to approval of subsequent development orders. In the event of condition b) or c), the developer's contribution shall only offset the developer's				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
multimodal impact fee obligation to the extent that the City Commission elects to update the CIP to shift the developer's impact fee obligation from established CIP priorities to the project that is being added. • Mitigation for development impacts to facilities on the Strategic Intermodal System and to State Facilities made pursuant to this subsection require the concurrence of the Florida Department of Transportation. • The provisions of this subsection do not apply to a development of regional impact satisfying the requirements of Section 163.3180, Florida Statutes.				
NEW		This action strategy is included to formally apply the Sarasota Context Classifications adopted by City Commission as part of the Engineering Design Criteria Manual update in November 2024. Context-based design provides a framework for tailoring transportation performance expectations to surrounding land use, intensity, and function, supporting safe and multimodal outcomes. Incorporating this policy into the Comprehensive Plan ensures consistency between the Transportation Element and implementing standards, as required by Florida Statute §163.3177(1), which requires internal consistency between comprehensive plan elements and adopted codes and manuals.		Apply Sarasota Context Classifications: The City shall use the Sarasota context classifications adopted in the Engineering Design Criteria Manual to establish planning-level transportation system performance expectations for City-owned streets.
NEW		This action strategy is included to implement City Commission direction to transition from Level of Service (LOS) to volume-to-capacity (V/C) ratios as a planning-level performance indicator for the Transportation Chapter update. The transition was authorized by City Commission as part of the Transportation Chapter budget approval and reflects a more straightforward, multimodal, context-sensitive approach to evaluating system performance. Florida Statute §163.3180 expressly allows local governments to adopt alternative transportation performance measures beyond LOS, particularly in multimodal and urban contexts, making this policy both appropriate and defensible.		Use V/C as a Planning Indicator: The City shall use volume-to-capacity (V/C) ratios as a planning-level indicator of system performance and evaluate them alongside safety, multimodal access, transit reliability, and land use context.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		This action strategy is included to recognize that the City of Sarasota is almost built out in terms of roadway infrastructure and that future transportation performance must be managed primarily within existing public right-of-way. The policy emphasizes multimodal, operational, safety, and transportation demand management solutions rather than roadway widening. This approach aligns with the Sarasota in Motion Transportation Master Plan and supports Florida Statute §163.3177(6)(a), which encourages transportation planning that supports efficient, safe, and multimodal movement rather than automobile capacity expansion alone.		Manage Performance in a Built-Out Environment: The City shall manage transportation system performance within the constraints of its built-out environment by implementing multimodal, operational, safety, and transportation demand management solutions within existing public right-of-way, as roadway widening and the addition of general-purpose lanes are not feasible.
NEW		This action strategy is included to establish clear policy guidance for evaluating development impacts on roadway segments operating worse than acceptable planning-level volume-to-capacity thresholds. The strategy ensures that new development does not exacerbate existing conditions and that mitigation focuses on reasonable, proportionate multimodal and operational solutions rather than full remediation of existing congestion. This policy aligns with Florida Statute §163.3180, which provides flexibility for local governments to manage transportation impacts using alternative, multimodal approaches in constrained urban environments.		Development Impacts on Over-Capacity Corridors: When a proposed development is located on or directly impacts a roadway segment that is operating above a volume-to-capacity (V/C) ratio of 1.00 under existing conditions, the City shall evaluate the development's incremental transportation impact. If the proposed development would further degrade operations beyond the established existing condition, the applicant shall implement reasonable and proportionate multimodal, operational, safety, or demand management measures to avoid worsening the existing V/C condition. The pre-development baseline shall be defined as the documented existing condition V/C ratio prior to project approval and shall not require full remediation of existing congestion.
NEW		This action strategy is included to clarify that developers may voluntarily implement complementary transportation improvements on private property to support site access, circulation, multimodal connectivity, and demand management. The policy distinguishes voluntary improvements from the City's adopted Multi Modal Transportation Impact Fees (MMTIF) program, maintaining legal separation between voluntary actions and impact fee requirements. This clarification supports Florida Statute §163.3180 and ensures transparency and consistency in how		Allow Voluntary Private-Site Contributions: Where feasible, developers may voluntarily implement complementary improvements on private property to support site access, internal circulation, multimodal connectivity, or demand management. Such voluntary improvements shall be separate from the City's adopted Multi Modal Transportation Impact Fees.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		transportation improvements are implemented and credited.		
NEW		This action strategy is included to prioritize multimodal transportation strategies in Downtown Core, Urban Village, and Urban General contexts where right-of-way is constrained and multimodal options are most effective. The policy directly implements the context-based design and sensitive solutions adopted by City Commission through the Engineering Design Criteria Manual in November 2024. This approach aligns with Florida Statute §163.3177(6)(a) by integrating land use intensity, transportation performance, and multimodal mobility strategies within the Comprehensive Plan framework.		Prioritize Multimodal Strategies in Urban Contexts: When corridors in Downtown Core, Urban Village, or Urban General, as established by the Engineering Design Criteria Manual's contexts approach or exceed the planning-level performance targets identified in Table X, multimodal strategies shall be prioritized consistent with the applicable context classification.
NEW		This action strategy is added to reflect City policy that transportation performance should be managed primarily through operational, safety, and multimodal strategies within existing public right-of-way, recognizing that the City is almost built out in terms of roadway infrastructure. This approach is consistent with Sarasota in Motion and the Engineering Design Criteria Manual (EDCM), which emphasize system optimization over roadway widening. Florida Statute §163.3180(15) supports the use of multimodal strategies and alternative performance measures in constrained urban environments.		Implement Operational Improvements Before Capacity Changes: Transportation performance issues identified through the context-based performance framework in Table X shall be addressed through operational strategies such as signal timing and coordination, access management, turn-lane optimization within existing right-of-way, and curb management before considering any changes to lane configuration.
NEW		This action strategy is added to ensure transportation system performance decisions explicitly consider safety outcomes, including crash history and severe injury reduction. This aligns with City Commission-adopted safety initiatives and Sarasota in Motion's core transportation values. Florida Statute §163.3177(6)(a) requires transportation elements to support safe and efficient movement of people, goods, and services, and this strategy provides a clear policy basis for integrating safety into performance evaluation and prioritization.		Integrate Safety into Performance Decisions: Corridors exceeding planning-level performance targets identified in Table X shall be evaluated for crash history, with priority given to safety improvements that reduce severe crashes and support reducing fatalities and serious injuries on roadways within the City.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		This action strategy is added to recognize transit reliability as a critical component of multimodal transportation performance and to support coordination with transit providers on operational improvements. This aligns with the Sarasota in Motion Transportation Master Plan and supports Florida Statute §163.3177(6)(a), which encourages coordination between local governments and transportation providers to enhance multimodal mobility and reduce reliance on single-occupant vehicles.		Support Transit Reliability: The City shall coordinate with transit providers and regional partners to improve transit reliability and travel time through stop enhancements, signal priority, and corridor-level operational improvements.
NEW		This action strategy supports transportation demand management located in higher-intensity activity centers where multimodal options are most viable and roadway expansion is limited. The strategy aligns with the EDCM context classifications and Sarasota in Motion by encouraging shared mobility, curb management, and site design strategies that reduce peak vehicle demand. Florida Statute §163.3177(6)(a) supports transportation planning approaches that integrate land use intensity with multimodal mobility solutions.		Apply Demand Management in Activity Centers: In Downtown Core and Urban Village contexts, as established in the Engineering Design Criteria Manual, the City shall support transportation demand management strategies, shared mobility options, and site design practices that reduce peak-period vehicle demand.
NEW		This action strategy is added to ensure transportation performance strategies are tailored to the unique conditions of Special Districts, including environmental sensitivity, evacuation requirements, and seasonal demand. This approach supports coordination with hazard mitigation and resiliency planning and aligns with Florida Statute §163.3177(6)(f), which requires consideration of natural hazard impacts and evacuation in comprehensive planning.		Special District Conditions: In Special Districts, transportation system performance strategies should be tailored to address unique conditions such as environmental sensitivity, seasonal demand, evacuation needs, and multimodal access requirements.
NEW		This action strategy is added to emphasize preservation and modernization of existing transportation infrastructure across all modes, recognizing fiscal responsibility and system reliability. A maintenance-first approach aligns with the Sarasota in Motion Transportation Master Plan and supports Florida Statute §163.3177(1)(f), which requires coordination between the Transportation Element and the Capital Improvements Element.		Transportation Asset Maintenance: The City shall prioritize the maintenance and modernization of existing transportation infrastructure to ensure safety, reliability, and efficiency across all modes. Maintenance programs should emphasize preservation of current assets to extend service life and reduce long-term costs.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		This action strategy is added to ensure that transportation maintenance and modernization projects incorporate multimodal improvements consistent with the Sarasota in Motion Transportation Master Plan and the EDCM. It reinforces balanced investment across modes and supports Florida Statute §163.3177(6)(a) by advancing multimodal transportation planning rather than automobile-only capacity improvements.		Multimodal Enhancements and System Balance: The City shall integrate multimodal improvements into maintenance and modernization projects to create a balanced transportation system. Emphasis shall be placed on reinvestment in existing corridors rather than the construction of new roadways.
NEW		This action strategy is added to clarify that capital projects eligible for Multi Modal Transportation Impact Fees (MMTIF) funding should directly support multimodal capacity, safety, accessibility, and system performance. Aligning funding decisions with adopted transportation policies supports transparency and implementation consistency, as required by Florida Statute §163.3177(1)(f).		Multimodal Capital Funding Alignment: The City shall prioritize capital improvement projects eligible for Multi Modal Transportation Impact Fees (MMTIF) funding that expand multimodal capacity and improve safety, accessibility, and system performance.
NEW		This action strategy is added to establish clear policy direction for coordinating MMTIF revenues with the Sarasota in Motion Transportation Master Plan and Capital Improvement Program. The strategy ensures that impact fee expenditures remain consistent with adopted plans and methodologies, consistent with Florida Statute §163.3180 and §163.3177(1)(f).		MMTIF Implementation and Funding Coordination: The City shall coordinate the use of Multi Modal Transportation Impact Fees (MMTIF) revenues to implement the goals, objectives, and performance metrics established in the Transportation Master Plan. MMTIF revenues collected within City limits may be used for qualifying projects throughout the City, consistent with adopted plans and programs outlined in the MMTIF Update Study.
NEW		This action strategy is added to ensure equitable, citywide investment of MMTIF revenues and to provide a policy basis for balanced multimodal implementation. This supports defensible capital programming decisions and aligns with Florida Statute §163.3177(6)(a) by advancing accessible and multimodal transportation outcomes.		Balanced Multimodal Investment: The City shall ensure that Multi Modal Transportation Impact Fees (MMTIF) revenues are invested in a balanced manner across the City.
NEW		This action strategy is added to recognize the relationship between transportation access and housing affordability and to support coordination between MMTIF policy implementation and affordable housing initiatives. Integrating transportation and housing considerations supports efficient land use patterns and aligns with Florida Statute		Affordable Housing Coordination: The City should seek opportunities to align and coordinate Multi Modal Transportation Impact Fees (MMTIF) policies with affordable housing programs to identify approaches that support balanced mobility and sustainable development outcomes.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		§163.3177(6)(a) and §163.3177(6)(h), which encourage coordinated planning across related policy areas.		
				Table T-1 is part of the Draft Chapter content.
Objective 2 - Roadway Design and Construction for Safe, Convenient and Efficient Multimodal Transportation System	On-going	This objective is revised to align with City Commission–adopted safety priorities and the Engineering Design Criteria Manual (EDCM), which was updated and adopted in November 2024 to incorporate context-based design, modal hierarchy, and vulnerable road user considerations. The revised objective emphasizes reducing serious injuries and fatalities and prioritizing safety for all users, consistent with Sarasota in Motion and the City's adopted safety initiatives. This update supports Florida Statute §163.3177(6)(a), which requires transportation elements to provide for safe and efficient movement of people and goods using multimodal strategies.	Revise	Improve Safety for All Road Users - The City shall reduce traffic-related serious injuries and fatalities by designing safe streets and focusing operations on vulnerable users first.
Action Strategies				
2.1, Design: The design and construction of all roads shall be consistent with the provisions of the City's Engineering Design Criteria Manual (EDCM).	On-going		Retain	
2.2, Access: All development shall comply with the provisions of the Engineering Design Criteria Manual (EDCM) pertaining to intersections and driveways, specifically with regard to road access points and FDOT and Sarasota County access management requirements. On-site traffic flow and parking shall be addressed in the City's Zoning Code.	On-going	This action strategy is revised to align terminology and access management language with the adopted Engineering Design Criteria Manual (EDCM). The revision clarifies that access location, spacing, and design are evaluated primarily for safety and conflict reduction while maintaining consistency with adopted City codes. Updating this policy ensures internal consistency between the Comprehensive Plan and implementing regulations, as required by Florida Statute §163.3177(1).	Revise	Access: All development shall comply with the provisions of the Engineering Design Criteria Manual (EDCM) pertaining to intersections and driveways.~~,~~ As it relates to access, location and size shall be evaluated to address safety concerns and reduce conflicts. ~~specifically with regard to road access points and FDOT and Sarasota County access management requirements.~~ On-site traffic flow and parking shall be addressed in the City's Zoning Code.
2.3, Access to City and County Streets: The City shall control vehicular access onto City and County streets through the Zoning Code, Engineering Design Criteria Manual, FDOT and Sarasota County access management requirements and the review of site plans in order to reduce existing or potential congestion and safety problems. Access to State highways is controlled by FDOT.	On-going	This action strategy is revised to remove references to State facilities and focus on City and County streets, which are subject to City review and authority. The revision improves clarity, aligns with current practice, and ensures the policy accurately reflects jurisdictional responsibilities. This update supports Florida Statute §163.3177(6)(a) by strengthening	Revise	Access to City and County Streets: The City shall control vehicular access onto City and County streets through the Zoning Code, Engineering Design Criteria Manual, ~~FDOT~~ and Sarasota County access management requirements and the review of site plans in order to reduce existing or potential congestion and safety problems. ~~Access to State highways is controlled by FDOT.~~

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		coordination between transportation policy and development review.		
2.4, Shared Access: The City shall encourage all new non-residential development to provide shared access, joint access, and cross access between parcels through the site plan review process to encourage access management techniques and help reduce curb cuts on thoroughfare roads.	On-going	This action strategy is revised to strengthen access management policies that reduce curb cuts and conflicts along roadways. Shared and joint access requirements support safer operations and more efficient use of right-of-way, consistent with the EDCM and Sarasota in Motion. The revision aligns with Florida Statute §163.3177(6)(a) by promoting safer and more efficient transportation systems through coordinated site design. Because this policy may affect development standards and potential mitigation requirements, it should be reviewed by Legal to confirm consistency with Florida Statute §163.3180 and SB 180 requirements.	Revise	Shared Access: The City shall encourage all new ~~non-residential~~ development to provide shared access, joint access, and cross access between parcels through the site plan review process to encourage access management techniques and help reduce curb cuts on thoroughfare roads.
2.5, Intersection Standards: The City will continue to apply the Engineering Design Criteria Manual (EDCM) standards for intersection angles, offsets, visibility, grades, corner radii, intersection right-of-way, and cross-gutter for roadway designs and site plan review.	On-going	This action strategy is recommended for deletion because intersection design standards are fully addressed in the Engineering Design Criteria Manual (EDCM). Retaining this policy would duplicate adopted implementing standards and introduce unnecessary prescriptive detail into the Comprehensive Plan. Florida Statute §163.3177 encourages comprehensive plans to provide policy direction while implementation details are addressed through adopted codes and manuals.	Delete	
2.6, Driveway Standard: The Engineering Design Criteria Manual (EDCM) standards pertaining to driveways will be used to determine appropriate driveway distances from railroad tracks.	On-going	This action strategy is recommended for deletion because driveway spacing and design standards are addressed in the EDCM and related engineering standards. Removing this policy improves clarity and avoids duplication while maintaining consistency between the Comprehensive Plan and adopted implementing documents, consistent with Florida Statute §163.3177(1).	Delete	
2.7, Emergency Vehicles: Emergency vehicle access shall be considered during any modification of the transportation system, including access to parcels and the design and construction of roads and traffic mitigation devices.	On-going	This action strategy is revised to clarify that emergency vehicle access must be evaluated in conjunction with traffic calming and safety improvements rather than treated as a competing objective. The revision aligns with the EDCM and the City's safety framework by	Revise	Emergency Vehicles: Emergency vehicle access shall be ~~considered~~evaluated during any modification of the transportation system, including access to parcels and the design and construction of roads and traffic ~~mitigation devices~~calming measures.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		balancing emergency access with context-sensitive design. This approach supports Florida Statute §163.3177(6)(a) by promoting safe and efficient system operation.		
2.8, Protection of Existing Rights-of-Way or Easements: The City shall not vacate any public rights-of-way or easements unless they are not in use, provide no public benefit, or are not in the best interest of the City to retain for future use.	On-going		Retain	
2.9, Encroachments in the Public Rights-of-Way: The City will continue to regulate encroachments in the public rights-of-way. No encroachment shall be allowed unless it is designated as acceptable by the Florida Building Code, as amended, or permitted by a written agreement between the City and the owner of the encroachment. The agreement will identify terms and conditions upon which the encroachment is allowed within the public rights-of-way. City rights-of-way shall be protected from building or encroachments of any kind without proper legal authorization.	On-going	This action strategy is revised to clarify the City's authority to regulate encroachments within public rights-of-way while avoiding unnecessary procedural detail. The revised language maintains policy intent and aligns with current City code and legal practices. This revision supports Florida Statute §163.3177(1) by ensuring consistency between the Comprehensive Plan and implementing regulations	Revise	Encroachments in the Public Rights-of-Way: The City ~~will continue~~shall ~~to~~ regulate encroachments in the public rights-of-way. No encroachment ~~shall be allowed~~ is permitted unless allowed ~~it is designated as acceptable~~ by the Florida Building Code~~, as amended,~~ or authorized~~permitted by~~ through a written agreement ~~between~~ with the City~~. and the owner of the encroachment.~~ Such agreements must outline ~~The agreement will identify~~ the terms and conditions under~~upon~~ which encroachment is allowed~~. within the public rights-of-way. City~~ Public rights-of-way must remain ~~shall be protected from building or encroachments of any kind without proper legal authorization.~~ free from structures or obstructions without proper legal approval.
2.10, Setbacks from Future Rights-of-Way: The City shall encourage the protection of future ROW and setbacks from building encroachment, and foster access management policies which recognize future ROW lines to promote an orderly transition to the Thoroughfare Plan designation and desired rights-of-way (ROW).	On-going	This action strategy is recommended for deletion because future right-of-way preservation and setback requirements are addressed through zoning regulations and the EDCM. Removing this policy avoids duplication and ensures that technical requirements remain in implementing documents, consistent with Florida Statute §163.3177 guidance on plan structure and clarity.	Delete	
NEW		This action strategy establishes a policy basis for maintaining minimum setbacks from public rights-of-way in urban contexts to support pedestrian comfort, accessibility, and operation of the public realm. The policy aligns with context-based design principles adopted through the EDCM in November 2024 and supports Florida Statute §163.3177(6)(a) by improving safety and walkability. Because this policy may affect development standards and potential mitigation requirements, it should be		Setbacks from Public Rights-of-Way: The City shall encourage a minimum two-foot setback from the public right-of-way in urban contexts to reduce constraints within the public realm and improve pedestrian comfort and accessibility.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		reviewed by Legal to confirm consistency with Florida Statute §163.3180 and SB 180 requirements.		
2.11, Rights-of-Way Dedication: Requests for development approval shall be required to dedicate rights-of-way (ROW) when there is a change in land use and a proposed street cross section illustrating the need for the additional ROW.	On-going	This action strategy is revised to clarify when right-of-way dedication may be required in connection with land use changes and documented cross-section needs. The revision ensures proportionality and consistency with adopted City standards and development application review practices. This supports Florida Statute §163.3177(6)(a) by coordinating transportation infrastructure needs with land use changes.	Revise	Rights-of-Way Dedication: ~~Requests for development approval shall be required to dedicate rights-of-way (ROW) w~~When there is a change in land use and a proposed street cross section illustrating the need for the additional rights-of-way (ROW), the City shall request dedication of ROW from development.
2.12, Rights-of-Way Advance Acquisition: The City shall develop and adopt an advance rights-of-way acquisition program as reflected in the Capital Improvements Program. The City should explore a land (right-of-way) acquisition department.	On-going	This action strategy is recommended for deletion because right-of-way acquisition functions are addressed through capital programming and legal processes rather than through a standalone departmental policy in the Comprehensive Plan. Removing this language improves clarity and aligns the Transportation Chapter with current City organizational practices, consistent with Florida Statute §163.3177(1).	Delete	
NEW		This new action strategy is included to provide high-level policy support for identifying and acquiring land needed to support future transportation projects and system functionality. The policy provides flexibility while allowing implementation through capital planning and legal processes. This aligns with Florida Statute §163.3177(1)(f), which requires coordination between the Transportation and Capital Improvements Elements.		Land Acquisition for Future Transportation Needs: The City shall identify and acquire land as feasible, for future transportation needs. Land can be used for additional right-of way as it relates to projects or to support the transportation system.
2.13, Project Priorities: In prioritizing CIP projects, the City shall consider existing level-of-service, environmental and neighborhood impact, congestion management, emergency evacuation, traffic collision data, highway geometry, public safety and other factors.	On-going	This action strategy is revised to align project prioritization with the performance metrics and policy direction established in Sarasota in Motion and the Transportation Master Plan. The revision removes outdated LOS-based factors and ensures consistency with the City's multimodal performance framework. This supports Florida Statute §163.3177(6)(a) and §163.3177(1)(f).	Revise	Capital Improvement Program: In prioritizing CIP projects, the City shall be consistent with the performance metrics set forth in the Transportation Master Plan. ~~Project Priorities: In prioritizing CIP projects, the City shall consider existing level-of-service, environmental and neighborhood impact, congestion management, emergency evacuation, traffic collision data, highway geometry, public safety and other factors.~~

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
2.14, One-way Streets: The City shall discourage one-way streets, unless determined by the City Engineer to be desirable, as they tend to: • increase speeds and volumes; • isolate neighborhoods; and, • discourage pedestrian and bicycle travel.	On-going	This action strategy is revised to reflect the safety, mobility, and economic considerations associated with one-way street configurations. The updated language aligns with context-based design principles adopted through the EDCM and Sarasota in Motion and supports Florida Statute §163.3177(6)(a) by promoting multimodal safety and neighborhood connectivity.	Revise	One-way Streets: ~~The City shall discourage o~~One-way streets shall not be allowed~~,~~ unless determined by the City Engineer to be desirable, incompatible with transportation modes as they tend to: • increase speeds and volumes; • isolate neighborhoods; and, • discourage pedestrian and bicycle travel.
NEW		This new action strategy is included to implement Shared Streets where appropriate, consistent with the EDCM and context-based design approach adopted by City Commission in November 2024. Shared Streets support lower vehicle speeds, improved pedestrian and bicycle safety, and enhanced placemaking. This aligns with Florida Statute §163.3177(6)(a) by prioritizing safe and multimodal street design.		Shared Streets: The City shall implement Shared Streets, where appropriate, following the guidance set forth in the EDCM, to slow vehicle speeds, prioritize pedestrians and cyclists, and improve safety for vulnerable road users. Refer to Illustration T-16 – Shared & Yield Street Eligibility.
NEW		This new action strategy is included to clarify expectations for development adjacent to narrow rights-of-way, ensuring improvements meet adopted EDCM standards while maintaining safety and accessibility. The policy provides consistency in development review and supports Florida Statute §163.3177(6)(a) by coordinating transportation design with land use and development context. Because this policy may affect development standards and potential mitigation requirements, it should be reviewed by Legal to confirm consistency with Florida Statute §163.3180 and SB 180 requirements.		Narrow Right-of-Way Improvement: When the adjacent right-of-way is 30 feet or less in width, the developer ~~shall be responsible for improving~~ may improve the right-of-way to meet the standards established in the Engineering Design Criteria Manual (EDCM).
NEW		This new action strategy is included to align roadway design speed with target operating speed, consistent with the EDCM's safety-based design philosophy. Establishing target speed as a policy principle supports safer street design and aligns with Florida Statute §163.3177(6)(a) by advancing transportation systems that protect public safety.		Target Speed Application: Target speed and design speed shall be the same. A street shall encourage an actual operating speed at the target speed. Target speed shall be set in accordance with the EDCM.
2.15, Construction Staging: The City shall carefully monitor the impact of new development or redevelopment upon transportation mobility and coordinate with developers to minimize impacts to automobile,	On-going	This action strategy is revised to incorporate the modal hierarchy adopted in the EDCM and to ensure construction impacts are managed in a manner that prioritizes safety and mobility	Revise	Construction Staging: The City shall carefully monitor the impact of ~~new~~ development construction ~~or redevelopment~~ upon transportation mobility and coordinate with developers to minimize impacts ~~to~~ to transportation based on the

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
pedestrian, bicycle and transit facilities. When appropriate, the City shall require a construction staging plan to address these impacts.		for all users. The revision aligns with City Commission–adopted design standards and supports Florida Statute §163.3177(6)(a).		Engineering Design Criteria Manual's modal hierarchy~~automobile, pedestrian, bicycle and transit facilities~~. When appropriate, the City shall require a construction staging plan to address these impacts.
2.16, Complete Streets: All City road improvement projects shall work to create "complete streets." Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities can safely move along and across a complete street.	On-going	This action strategy is revised to replace generalized Complete Streets language with context-sensitive design terminology consistent with the EDCM. The revision ensures the Transportation Chapter reflects adopted City standards and avoids duplicative definitions. This supports Florida Statute §163.3177(6)(a) by advancing multimodal street design.	Revise	Co~~mplete Streets~~ntext-Sensitive Design: All ~~City~~ roadway improvement projects shall incorporate context-sensitive design principles consistent with the roadway's designated Context Classification, as defined in the Engineering Design Criteria Manual (EDCM).~~work to create "complete streets." Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities can safely move along and across a complete street.~~
2.17, Streetscaping: City road improvement project shall include streetscaping plans that can add to the City's urban tree canopy.	On-going	This action strategy is revised to emphasize urban tree canopy and heat island mitigation as part of roadway improvement projects. The revision aligns with City sustainability and urban design goals and supports Florida Statute §163.3177(6)(a) by enhancing quality of life and pedestrian comfort.	Revise	Streetscaping: All~~City~~ roadway improvement projects shall include streetscaping plans that ~~can~~ add to the City's urban tree canopy and reduce the urban heat island effect.
NEW		This new action strategy is included to establish the Transportation Chapter as the primary policy framework that guides and aligns the City's implementing transportation plans and standards, including the Sarasota in Motion Transportation Master Plan, ~~Multimodal Connections Plan~~Multimodal Connections Plan, Downtown Master Plan, Engineering Design Criteria Manual (EDCM), and the Capital Improvement Program. This improves transparency and internal consistency by clarifying how overlapping policies are interpreted and applied—Transportation Chapter sets intent, implementing plans provide project-level detail and prioritization. This approach supports Florida Statute §163.3177(1), which requires internal consistency across comprehensive plan elements and implementing documents, and supports §163.3177(1)(f) by strengthening coordination between the Transportation Element and capital programming.		Plan Integration and Decision Framework: The City shall use the Transportation Chapter as the policy framework to guide and align the Transportation Master Plan, Multimodal Connections Plan, Downtown Master Plan, Engineering Design Criteria Manual and Capital Improvement Program . When policies overlap, the Transportation Chapter shall establish the guiding intent, with implementing plans providing project-level detail and prioritization.
NEW		This new action strategy is included to ensure the Transportation Chapter explicitly		Multimodal Connections Plan: Development shall be encouraged to improve mobility and support a more

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		incorporates and implements the City's adopted Multimodal Connections Plan as a guiding document for improving connectivity and accessibility as part of development. Including this strategy strengthens coordination between Comprehensive Plan policy direction and adopted network planning for walking, bicycling, and multimodal connections, which is essential in a city where improvements must largely occur within existing rights-of-way. This supports Florida Statute §163.3177(6)(a) by advancing safe and efficient multimodal mobility, and §163.3177(1) by ensuring the Transportation Element is consistent with adopted implementing plans used to guide project identification and prioritization.		connected and accessible city, consistent with the Multimodal Connections Plan.
NEW		This new action strategy is included to align the Comprehensive Plan Transportation Chapter with the City's Transportation Master Plan, Sarasota in Motion, which was adopted by City Commission and establishes the City's long-range transportation vision and priorities. Incorporating this strategy ensures that Comprehensive Plan policies are implemented through the City's adopted planning framework and that transportation decisions remain consistent with the City's multimodal priorities and performance approach (including the City Commission–directed transition from LOS to V/C as part of the Transportation Chapter update budget approval). This supports Florida Statute §163.3177(6)(a) by emphasizing multimodal mobility and safety outcomes, and §163.3177(1)(f) by reinforcing the connection between transportation policy and capital programming.		Transportation Master Plan: The City shall update and implement transportation related activities as established in the currently adopted plan. Based on this plan, the City and developers shall improve transportation and mobility in order to create a more multimodal, connected, and accessible City.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Objective 3 - Multimodal Transportation: The City shall continue to support and promote multiple modes of transportation, in coordination with other units of local government and the private sector, including handicapped-accessible mass transit, bicycle lanes, and pedestrian pathways to all existing and proposed major trip generators.	On-going	This objective is revised to expand the City's multimodal policy beyond connections to major trip generators and to reflect a citywide multimodal network approach. The revised language aligns with Sarasota in Motion and emphasizes accessible transit, pedestrian, bicycle, and emerging mobility options throughout the City. This update supports Florida Statute §163.3177(6)(a), which requires transportation elements to provide for safe and efficient multimodal movement of people and goods and to reduce reliance on single-occupant vehicles.	Revise	Multimodal Transportation: The City shall continue to support and promote multiple modes of transportation, in coordination with other units of local government and the private sector, including handicapped-accessible mass transit, bicycle lanes, and pedestrian pathways throughout the City ~~to all existing and proposed major trip generators~~.
Action Strategies				
3.1, Transportation Systems Management: The City shall use appropriate Transportation Systems Management (TSM) strategies to improve system efficiency and enhance safety. These include, but are not limited to: • access management; • congestion management; • parking policies which discourage driving alone; • site development; • designs which foster transit usage and pedestrian accessibility; • employer-sponsored programs to encourage carpooling, vanpooling, bicycling and transit usage; • installation of on-road bicycle lanes and bicycle parking and storage facilities; • intersection re-designs; • signal inter-connects; • bicycle lanes and/or wide curb lanes; • bus pull-in/pull-out areas, where deemed safe and necessary to retain highway level-of-service; and • pedestrian countdown signals.	On-going	This action strategy is recommended for deletion because its components are either outdated, overly prescriptive, or addressed through other updated policies and implementing documents. Transportation systems management concepts are now incorporated into the City's broader Transportation Systems Management and Operations (TSM&O) approach and reflected in the Engineering Design Criteria Manual and Transportation Master Plan. Removing this strategy avoids duplication and aligns with Florida Statute §163.3177(1), which requires clarity and internal consistency within the Comprehensive Plan.	Delete	
NEW		This new action strategy is included to modernize the City's approach to system operations by emphasizing Transportation Systems Management and Operations (TSM&O) as a multimodal, safety-focused framework. The strategy supports efficient use of existing infrastructure and aligns with the Sarasota in Motion Transportation Master Plan. This policy supports Florida Statute §163.3177(6)(a) by advancing multimodal		Transportation Systems Management and Operations (TSM&O): The City shall implement Transportation Systems Management and Operations (TSM&O) strategies to enhance safety, improve multimodal system efficiency, and reduce congestion without adding lanes.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		efficiency and operational performance without reliance on roadway capacity expansion.		
3.2, Transportation Demand Management Mitigation (TDM) Credits: The City will consider developing, in the City's Zoning Code, a mitigation bonus schedule for transit-oriented development, mixed use development, home-occupation-related development, and other commitments included in requests for development that reduce single-occupant motor vehicle trips.	On-going	This action strategy is recommended for deletion because the City does not have the administrative resources or enforcement mechanisms to implement or manage a formal TDM credit program. While TDM concepts remain relevant, retaining this strategy would not reflect current operational realities. Removing this strategy improves plan accuracy and aligns with Florida Statute §163.3177(1)(a), which requires comprehensive plans to be based on realistic and implementable assumptions.	Delete	
NEW		This new action strategy is included to recognize the City's growing multi-use trail network and to encourage development patterns that support safe and direct access to trails. Trail-oriented development supports walkable, mixed-use environments and strengthens connections to schools, parks, and transit facilities. This aligns with Sarasota in Motion and supports Florida Statute §163.3177(6)(a) by advancing multimodal accessibility and non-motorized transportation options.		Trail Oriented Development: The City shall encourage development and redevelopment adjacent to multi-use trails to provide safe and direct connections, support mixed-use and pedestrian-friendly design, and enhance access to schools, parks, essential services, and transit facilities. Development proposals adjacent to existing or planned trails shall integrate trail access into site design and provide connections to new and future trails identified in the City's Capital Improvement Program (CIP) and Multimodal Connections Plan, in order to strengthen the overall pedestrian and bicycle network.
NEW		This new action strategy is included to ensure continued implementation of the City's adopted Multimodal Connections Plan as a guiding document for improving pedestrian, bicycle, and multimodal connectivity. Including this strategy reinforces the Plan's role in identifying and prioritizing projects that improve access between neighborhoods, essential services, business districts, and transit facilities. This supports Florida Statute §163.3177(6)(a) and §163.3177(1) by strengthening consistency between the Comprehensive Plan and adopted implementing plans.		Multimodal Connections Plan: The City shall update and implement the Multimodal Connections Plan to identify and prioritize projects that improve connections between neighborhoods, schools, parks, essential services, business districts, and transit facilities. The Plan shall guide future capital investments and coordinate with the EDCM to ensure context-sensitive design solutions.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
3.3, Sarasota County Area Transit: The City shall, in conjunction with Sarasota County, support Sarasota County Area Transit in continuing to provide bus service at a level that meets Sarasota County's adopted level of service.	On-going	This action strategy is revised to reflect the current branding and service structure of Sarasota County Breeze Transit and to clarify the City's coordination role. Updating terminology improves accuracy and ensures consistency with current transit operations. This revision supports Florida Statute §163.3177(6)(a) by encouraging coordination with transit providers to enhance multimodal mobility.	Revise	Sarasota County ~~Area~~ Breeze Transit: The City shall, in conjunction with Sarasota County, support ~~Sarasota County Area~~Breeze Transit in continuing to provide bus service at a level that meets ~~Sarasota County's adopted level of service~~the City of Sarasota's needs.
3.4, Sarasota County Area Transit Future Planning: The City shall work with and support Sarasota County Area Transit in its efforts to seek federal "Small Starts" funding for transit as well as in other future planning and improvements.	On-going	This action strategy is revised to update agency naming and remove outdated funding program references while maintaining the City's commitment to supporting transit planning and funding efforts. The revision aligns with current practice and supports Florida Statute §163.3177(6)(a) by reinforcing intergovernmental coordination for transit improvements.	Revise	Sarasota County ~~Area~~ Breeze Transit Future Planning: The City shall work with and support ~~Sarasota County Area~~Breeze Transit in its efforts to seek federal ~~"Small Starts"~~ funding for transit as well as in other future planning and improvements.
3.5, LOS Standards for Transit: The level-of-service standard for transit shall be consistent with Sarasota County's adopted level of service for Sarasota County Area Transit system (SCAT) which is to improve transit service, as measured by vehicle revenue hours, from levels in effect in January 2005.	On-going	This action strategy has been removed since LOS standards are no longer required by Florida Statutes. The City will continue to coordinate with Sarasota County Breeze Transit to enhances services and performance as part of the new Objective 7.	Delete	
3.6, Easement Dedication on Transit Corridors: Requests for development approval on sites located adjacent to streets that are designated "Transit Corridors," identified in Illustration T-16, shall be required, at minimum, to construct a concrete pad and dedicate an easement to Sarasota County Area Transit (SCAT) (or its successor agency) for public transit use. The dedicated easement area shall be of sufficient size to allow for ADA access to transit and for future shelter placement. Developments on sites less than ½ acre in size may request exemption from this policy. In addition, when an existing bus shelter or pad is located within ¼ mile (on the same side of the arterial roadway), the development may also request exemption from the easement dedication requirement.	On-going	This action strategy is revised to remove overly prescriptive development requirements and retain policy-level guidance appropriate for a Comprehensive Plan. The updated language ensures support for transit infrastructure while allowing detailed standards to be addressed through implementing documents such as the EDCM and transit agency design criteria. This approach aligns with Florida Statute §163.3177(1), which encourages comprehensive plans to establish policy direction rather than technical detail.	Revise	Easement Dedication on Transit Corridors: ~~Requests for development approval on~~Development proposals for sites ~~located~~ adjacent to transit routes ~~streets that are designated as "Transit Corridors,"~~ ~~(~~identified as shown in Illustration T-16~~),~~ shall ~~be required~~, at minimum, ~~to construct a concrete pad and~~ dedicate a~~n~~ public easement ~~to Sarasota County Area Transit (SCAT) (or its successor agency)~~ for ~~public~~ transit use and construct a concrete boarding pad and shelter in accordance with ADA requirements and transit agency design standards. ~~The dedicated easement area shall be of sufficient size to allow for ADA access to transit and for future shelter placement.~~ Developments on ~~sites~~ parcels ~~less~~ smaller than ½ acre ~~in size~~ may request an exemption from this ~~policy~~requirement. ~~In addition~~Additionally, ~~when~~ if an existing bus shelter and~~or~~ pad are~~is~~ located within ¼ mile ~~(on the same side of the arterial roadway),~~ of the proposed development site on the same side of the arterial roadway, the applicant may also request an exemption from the easement dedication and construction requirement.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
3.7, Transit Performance Standards: The City shall assist the Metropolitan Planning Organization's Public Transportation Task Force and the Technical Advisory Committee in determining transit performance standards and implementing the Public Transportation System Analysis (PTSA) recommendations.	On-going	This action strategy is recommended for deletion because the City does not establish or manage transit performance standards, which are the responsibility of the Metropolitan Planning Organization and Sarasota County. Retaining this strategy would misrepresent City authority and responsibilities. Removing this policy improves accuracy and aligns with Florida Statute §163.3177(6)(a) regarding appropriate coordination roles.	Delete	
3.8, Alternatives to Fixed-Route Services: The City, in conjunction with the Metropolitan Planning Organization and Sarasota County Area Transit, will examine Transportation Demand Management alternatives to supplement or complement certain Sarasota County Area Transit services. These include vanpooling for long-distance commuters, demand-responsive para-transit services to bus route outer termini, station cars, and privatization of services.	On-going	This action strategy is revised to modernize transportation demand management language and reflect current approaches to shared mobility and service flexibility. The revised policy supports mode shift and improved access while avoiding outdated service concepts. This aligns with Sarasota in Motion and supports Florida Statute §163.3177(6)(a) by promoting multimodal transportation options.	Revise	Transportation Demand Management (TDM): The City should promote and implement Transportation Demand Management (TDM) strategies to reduce reliance on single-occupancy vehicles, support mode shift toward sustainable transportation options, and improve overall mobility and air quality. ~~Alternatives to Fixed-Route Services: The City, in conjunction with the Metropolitan Planning Organization and Sarasota County Area Transit, will examine Transportation Demand Management alternatives to supplement or complement certain Sarasota County Area Transit services. These include vanpooling for long-distance commuters, demand-responsive para-transit services to bus route outer termini, station cars, and privatization of services.~~
3.9, Ports: Port services shall continue to be provided by existing regional ports, including Port Manatee and the Port of Tampa.	On-going	This action strategy is revised to update terminology from "Ports" to "Seaports" and clarify the City's role in supporting regional freight and passenger movement. The revision improves clarity and consistency with current regional transportation planning and supports Florida Statute §163.3177(6)(a).	Revise	Seap~~P~~orts: Seap~~P~~ort services shall continue to be provided by existing regional ports, including Port Manatee and the Port of Tampa.
3.10, Aviation: Aviation facilities and services shall continue to be provided by the Sarasota-Manatee Airport Authority.	On-going		Retain	
NEW		This new action strategy is included to acknowledge emerging aviation and advanced air mobility technologies and to allow future evaluation through zoning and policy updates. Including this strategy positions the City to respond proactively to evolving transportation technologies while maintaining appropriate regulatory oversight. This supports Florida		Air Mobility: The City shall consider evaluating locations and updating the Zoning Code to support Advanced Air Mobility and provide support for next-generation transport.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		Statute §163.3177(6)(a) by allowing for innovation in transportation planning.		
3.11, High Speed Rail: If a high speed rail system is funded and constructed by the State, the City encourages the development of a high speed rail train station serving Sarasota County. Commuter rail service, to tie in with adjacent Counties regional rail system, shall be encouraged as an alternative means of transporting passengers and freight.	On-going	This action strategy is revised to broaden its scope to include passenger rail, commuter rail, and light rail, reflecting current planning concepts and potential future opportunities. The revision improves flexibility and aligns with regional transportation planning efforts. This supports Florida Statute §163.3177(6)(a) by encouraging multimodal transportation options.	Revise	Passenger~~High Speed~~ Rail: If a passenger~~high speed~~ rail system is funded and constructed by the State or private entities, the City encourages the development of ~~a high speed~~ rail ~~train station~~facilities serving Sarasota County. Commuter and Light rail services, to tie in with adjacent Counties regional rail system, shall be encouraged as a~~n alternative~~ means of transporting passengers and freight.
3.12, Water Taxi System: The City will continue its efforts to obtain funding for the water taxi that was the subject of an MPO feasibility study in 2005. The water taxi system will connect the downtown area to the barrier islands and other high traffic generators on Sarasota Bay.	On-going	This action strategy is revised to update terminology and reflect a broader water transit approach rather than a single system concept. The revision aligns with current planning and funding realities and supports Florida Statute §163.3177(6)(a) by expanding multimodal mobility options.	Revise	Water ~~Taxi~~ Transit System: The City will continue its efforts to obtain funding for ~~the~~ water transit system ~~taxi that was the subject of an MPO feasibility study in 2005~~. The water ~~taxi~~ transit system will connect the downtown area to the barrier islands and other high traffic generators on Sarasota Bay.
NEW		This new action strategy is included to support identification, preservation, and development of infrastructure needed for water-based transit services, including docks and terminals. Incorporating infrastructure considerations strengthens implementation readiness and aligns with Sarasota in Motion. This supports Florida Statute §163.3177(6)(a).		Water Transit Infrastructure: The City shall identify, preserve, and develop infrastructure to support water-based transit services, including docks, terminals, and multimodal connections, to expand mobility options and reduce roadway congestion.
NEW		This new action strategy is included to allow future evaluation of bicycle and pedestrian level of stress as part of multimodal network planning. Including this policy supports data-driven decision-making and aligns with Sarasota in Motion and best practices for active transportation planning. This supports Florida Statute §163.3177(6)(a).		Level of Stress for Bicycle and Pedestrian: The City shall explore the level of stress for bicycle and pedestrian as part of a future plan.
NEW		This new action strategy is included to support development of a comprehensive policy framework for emerging mobility services, including shared and on-demand transportation. Establishing policy guidance in the Comprehensive Plan ensures future regulatory actions are consistent with adopted transportation values. This aligns with Florida Statute §163.3177(6)(a).		New Mobility Policy Implementation: The City shall consider developing and adopting a new mobility policy to guide the permitting, regulation, and procurement of emerging transportation services and shared mobility systems, in a manner that supports the City's transportation values and mobility vision.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		This new action strategy is included to establish procedures for evaluating and integrating transportation technologies using approved performance metrics as prescribed in Sarasota in Motion. The policy supports accountability and ensures new mobility services advance safety and accessibility goals. This aligns with Florida Statute §163.3177(6)(a).		Technology Integration and Performance Monitoring: The City shall establish procedures to evaluate and integrate transportation technologies and services consistent with approved performance metrics, ensuring that new mobility options advance safety, accessibility, and sustainability goals.
NEW		This new action strategy is included to clarify the City's role in coordinating with private mobility providers and regional agencies to manage curbside use and enforce operational standards. The policy provides a foundation for effective implementation and supports Florida Statute §163.3177(6)(a).		Partnership and Enforcement Framework: The City shall create a framework to coordinate with private mobility providers and regional agencies to ensure compliance with City policies, manage curbside and right-of-way use, and enforce operational standards for emerging transportation services and shared mobility systems.
NEW		This new action strategy is included to explore microtransit as a tool to enhance first- and last-mile connectivity and complement existing transit services. Coordination with Breeze Transit ensures integration and efficiency. This aligns with Sarasota in Motion and supports Florida Statute §163.3177(6)(a).		Microtransit Services: The City shall explore and consider implementing microtransit services to enhance first- and last-mile connectivity, improve access to key destinations, and complement existing multimodal network. Coordination with Sarasota County Breeze Transit and regional partners shall be pursued to ensure service integration and operational efficiency.
Objective 4 - A Transportation System Coordinated with Land Use: The City shall continue to evaluate its transportation infrastructure and its relationship to land use and policies, including the Future Land Use Map, and encourage multimodal developments, in order to maintain and improve transportation mobility.	On-going	This objective is revised to replace roadway functional classification–based and LOS-driven coordination with a context-based framework that integrates transportation planning with existing and future land use patterns. The revised objective aligns with the Engineering Design Criteria Manual (EDCM), which was adopted by City Commission in November 2024 and establishes Context Classifications derived from existing and future land use. This update supports Florida Statute §163.3177(6)(a), which requires coordination between transportation and land use planning to support safe, efficient, and multimodal mobility.	Revise	A Transportation System Coordinated with Land Use: The City shall follow the Context Classifications set forth in the Engineering Design Criteria Manual (EDCM) in order to maintain and improve transportation mobility. Context Classifications were developed using the existing Land Use Map while considering the Future Land Use Map.~~continue to evaluate its transportation infrastructure and its relationship to land use and policies, including the Future Land Use Map, and encourage multimodal developments, in order to maintain and improve transportation mobility.~~
Action Strategies				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
4.1, Traffic Analysis Program: The City shall continue to maintain a comprehensive Traffic Analysis Program to monitor and analyze traffic and road conditions. The program will continuously assess the need for revisions to the Thoroughfare Plan and Capital Improvements Program and their impact upon land use. The Traffic Analysis Program will include an ongoing inventory of the status of roads, in coordination with State and County transportation agencies.	On-going	This action strategy is recommended for deletion because traffic monitoring and analysis functions are addressed through implementing plans, technical studies, and capital planning processes rather than through a standalone programmatic policy in the Comprehensive Plan. Retaining this strategy would duplicate functions already embedded in the Transportation Master Plan, Capital Improvement Program, and development review processes. Removing this language improves clarity and aligns with Florida Statute §163.3177(1), which emphasizes policy direction over operational detail in comprehensive plans.	Delete	
NEW		This new action strategy is included to ensure continued coordination with the State on the Thoroughfare Plan while allowing the City to align roadway planning with local multimodal and context-sensitive priorities. Including this policy maintains regional coordination while supporting flexibility in local implementation. This aligns with Florida Statute §163.3177(6)(a) and §163.3177(4)(a), which require coordination between local, regional, and state transportation planning efforts.		Thoroughfare Plan: The City shall coordinate with the Florida Department of Transportation (FDOT) and other agencies to update the Thoroughfare Plan to ensure consistency with local, regional, and state transportation priorities.
NEW		This new action strategy is included to establish a policy basis for updating Context Classifications as land use changes occur. Context Classifications were adopted by City Commission through the EDCM in November 2024 and are derived from existing and future land use. Including this policy ensures that transportation design and performance expectations remain aligned with land use decisions over time. This supports Florida Statute §163.3177(6)(a) by strengthening land use and transportation coordination.		Context Classification Update: The City shall regularly review and update the Context Classifications within the Engineering Design Criteria Manual (EDCM) to reflect changes in existing and future land use. As new development is approved in areas with unimproved right-of-way, the Context Classification Map shall be updated simultaneously with site plan approval.
4.2, Effects of Future Land Use Changes on Level-of-Service: The City shall assess the impacts of land use changes on road, bicycle, pedestrian and transit levels-of-service.	On-going	This action strategy is revised to replace Level of Service (LOS) evaluation with a more straightforward volume-to-capacity (V/C) analysis and multimodal performance considerations. City Commission approved the transition from LOS to V/C as part of the	Revise	Effects of Future Land Use Changes on Volume-to-Capacity (V/C)~~Level of Service~~: The City shall assess the impacts of land use changes on roadway, bicycle, pedestrian, and transit V/C ratio using the latest adopted performance standards to ensure that development~~levels of service.~~ decisions support a balanced and efficient transportation system.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		Transportation Chapter update budget approval. The revised language aligns with the Sarasota in Motion Transportation Master Plan and supports Florida Statute §163.3180, which allows different professionally accepted transportation performance measures beyond LOS.		
4.3, Effects of Functional Classification on Future Land Use: The City shall consider the Thoroughfare Plan in evaluating future land use decisions.	On-going	This action strategy is recommended for deletion because functional classification–based decision-making has been replaced with context-based planning through the EDCM. Retaining this policy would conflict with adopted City standards and introduce inconsistency within the Transportation Chapter. Removal supports Florida Statute §163.3177(1), which requires internal consistency across plan elements and implementing documents.	Delete	
4.4, Hurricane Evacuation: The City shall ensure that future development within the Coastal High Hazard Area does not occur in amounts, types, or locations that would cause total evacuation times to exceed those established by the City's "Peacetime Emergency Plan."	On-going	This action strategy is recommended for deletion because it references outdated plans and terminology that are no longer used by the City. Hurricane evacuation planning is addressed through updated emergency management, hazard mitigation, and regional coordination processes rather than through legacy documents. Removing this policy improves accuracy and aligns with Florida Statute §163.3177(6)(f), which requires coordination with current hazard mitigation and evacuation planning frameworks.	Delete	
NEW		This new action strategy ensures ongoing coordination between transportation planning and hurricane evacuation operations. The policy reflects current practice and coordination with the Metropolitan Planning Organization, Sarasota County Emergency Management, and FDOT. Including this policy supports Florida Statute §163.3177(6)(f), which requires comprehensive plans to address evacuation and hazard preparedness in coordination with transportation systems.		Hurricane Evacuation Coordination: The City shall coordinate with state, regional, and local agencies to ensure transportation plans and programs support efficient hurricane evacuation operations. Evacuation routes and procedures shall be reviewed in coordination with the Sarasota/Manatee Metropolitan Planning Organization (MPO), Sarasota County Emergency Management, and the Florida Department of Transportation (FDOT) to maintain safe and timely evacuation for all residents during major storm events.
NEW		This new action strategy identifies and prioritizes transportation assets vulnerable to flooding, storm surge, and extreme weather		Vulnerable Transportation Asset Prioritization: The City shall collaborate with state, regional, and local partners to identify and prioritize transportation assets that are most vulnerable

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		impacts. Incorporating vulnerability considerations into transportation planning supports resiliency and long-term system performance. This aligns with Florida Statute §163.3177(6)(f) and §163.3177(6)(g), which encourage planning for hazard mitigation, resilience, and adaptation.		to coastal flooding, storm surge, and other severe weather impacts. Identified assets shall be incorporated into future transportation planning and funding programs to guide maintenance, retrofitting, and recovery efforts.
NEW		This new action strategy ensures that new and reconstructed transportation facilities incorporate resiliency and climate adaptation best practices consistent with the EDCM. Designing for durability, drainage, and elevation improves system reliability during extreme weather events. This supports Florida Statute §163.3177(6)(f) by strengthening the integration of transportation planning with hazard mitigation and resilience objectives.		Resilient Infrastructure Design: The City shall ensure that new and reconstructed transportation facilities located near coastal areas are designed and constructed using the EDCM and best practices for resiliency and climate adaptation. This includes incorporating elevation, drainage, and material standards that reduce vulnerability and enhance long-term performance during heavy weather events.
4.5, Concurrency Based on Parallel Facilities: The City shall adopt an area-wide multimodal concurrency management monitoring system to replace the existing road-based system.	On-going	This action strategy is recommended for deletion because it relies on legacy concurrency concepts that are no longer used by the City. Transportation impacts are now addressed through multimodal impact fees, context-based performance evaluation, and capital planning rather than parallel facility concurrency. Removal aligns with City Commission direction and Florida Statute §163.3180, which allows alternative approaches to transportation concurrency.	Delete	
4.6, Standards Related to Residential Land Use: The City shall consider adopting revised level-of-service standards to better protect neighborhoods and business interests.	On-going	This action strategy is recommended for deletion because it references LOS-based standards that are no longer part of the City's transportation performance framework. Residential compatibility and neighborhood protection are addressed through context-based design standards in the EDCM and through updated Transportation Chapter policies. Removing this policy improves internal consistency and aligns with Florida Statute §163.3177(1).	Delete	
4.7, Transit Oriented Development (TOD) Overlay District: The City shall study the possibility of creating a transit-oriented development overlay district in order to create incentives and design guidelines for development of TOD's within the City.	On-going	This action strategy is revised to focus on evaluating the feasibility of integrating transit-oriented development principles into existing overlay districts rather than establishing new transit alignments. The revision aligns TOD	Revise	Transit Oriented Development (TOD) Overlay District: The City shall conduct a feasibility study to integrate ~~the possibility of creating a~~ transit-oriented development (TOD) principles into existing overlay districts along established corridors. The study shall focus on areas served by existing and planned transit

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		concepts with existing and planned transit service and with the EDCM, ensuring coordinated infrastructure investment and multimodal connectivity. This supports Florida Statute §163.3177(6)(a) by integrating land use intensity with multimodal transportation planning.		service rather than defining new transit alignments. TOD principles shall align with the Engineering Design Criteria Manual and coordinate infrastructure investments that support multimodal connectivity. ~~in order to create incentives and design guidelines for development of TOD's within the City.~~
NEW		This new action strategy strengthens coordination between land use and transit by encouraging development patterns and site design that improve safe and direct access to transit stops and support multimodal connectivity along existing and planned transit corridors. The policy aligns with the Sarasota in Motion Transportation Master Plan, and it reinforces coordination with Sarasota County's Transit Development Plan (TDP). This supports Florida Statute §163.3177(6)(a) by integrating land use intensity with multimodal transportation access and by supporting transportation choices beyond single-occupant vehicles.		Transit Oriented Development Access: The City shall encourage development and redevelopment adjacent to existing and planned transit corridors to provide safe and direct access to transit facilities, support mixed-use and pedestrian-friendly design, and enhance connections to surrounding neighborhoods, employment centers, and essential services. Development proposals located along transit routes shall integrate transit access into site design and coordinate with the City's Transportation Master Plan and Sarasota County's Transit Development Plan (TDP) to strengthen multimodal connectivity across the transportation network.
4.8, Multimodal Transportation Districts (MMTD): The City shall explore the creation of MMTD's for the purpose of promoting walking, cycling and transit use and reducing dependence on the automobile.	On-going	This action strategy is deleted because it is tied to the former Multimodal Transportation District (MMTD) framework and relies on level-of-service–style metrics for pedestrian and bicycle facilities. The City now applies multimodal planning and investment citywide through the Multi Modal Transportation Impact Fees (MMTIF) program rather than through a designated district. Active transportation priorities are addressed through network connectivity, safety, and accessibility measures implemented via adopted plans and standards. Removing this policy avoids reintroducing LOS-based methodology and ensures alignment with the City Commission–directed transition away from LOS measures, consistent with Florida Statute §163.3180 and §163.3177(6)(a).	Delete	
4.9, Pedestrian / Bicycle Level of Service: In coordination with MMTD's, the City shall develop quality/level of service standards for bicycle and pedestrian facilities.	On-going	This action strategy is deleted because it relies on developing pedestrian and bicycle "level of service" standards tied to the legacy MMTD framework. The revised Transportation Chapter advances active transportation planning using	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		updated network-based approaches and performance tools (for example, multimodal connectivity and comfort measures) that are addressed through adopted implementing plans and standards rather than LOS-style metrics. Removing this policy avoids reintroducing LOS-based methodology into the updated performance framework and maintains consistency with the City Commission–directed transition away from LOS measures. This aligns with Florida Statute §163.3180, which allows alternative transportation performance measures, and supports §163.3177(6)(a) by advancing multimodal transportation planning.		
Objective 5 - Coordination of Transportation Plans with Other Jurisdictions: The City shall continue to coordinate transportation plans and programs with the plans and programs of state, regional, and local jurisdictions.	On-going	This objective is revised to reflect the City's current approach to transportation planning, which emphasizes ongoing coordination with local, regional, state, and transit partners to implement a multimodal transportation system. The revised objective aligns with the Sarasota in Motion Transportation Master Plan and recognizes that effective transportation planning requires coordination across jurisdictions, agencies, and adopted plans rather than reliance on isolated roadway performance standards. This update supports Florida Statute §163.3177(6)(a), which requires coordination between local governments, regional agencies, and transportation providers to support safe and efficient multimodal mobility.	Revise	Coordination of Transportation Plans with Other ~~Jurisdictions~~Agencies: The City shall continue to coordinate transportation plans and programs with the plans and programs of state, regional, and local jurisdictions.
Action Strategies				
5.1, Joint Planning and Coordination: The City shall develop the Thoroughfare Plan and the Capital Improvement Program in coordination with the plans of the Florida Department of Transportation, the Sarasota-Manatee Metropolitan Planning Organization (MPO), Sarasota County Area Transit, Sarasota and Manatee Counties, and the Town of Longboat Key.	On-going		Retain	

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5.2, Simultaneous Construction Delays: The City will provide adequate detours to ensure traffic flow in order to avoid simultaneous construction delays on parallel facilities in conjunction with the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and Sarasota County.	On-going	This action strategy is revised to clarify coordination procedures when construction activities occur simultaneously on transportation facilities under different jurisdictions. The revision removes outdated references and focuses on coordination with agencies that own or operate the affected facilities, including the Florida Department of Transportation and Sarasota County. This clarification improves implementation and ensures coordination efforts are aligned with current practice. Implementation of this strategy is coordinated with capital programming and project sequencing policies under Objective 1 to minimize disruptions to system performance and safety. This update supports Florida Statute §163.3177(6)(a), which requires transportation planning to be coordinated across jurisdictions to support safe and efficient movement.	Revise	Simultaneous Construction Delays: The City will provide adequate detours to ensure traffic flow in order to avoid simultaneous construction delays on parallel facilities in conjunction with ~~the Metropolitan Planning Organization (MPO),~~ the Florida Department of Transportation (FDOT) and Sarasota County.
5.3, Metropolitan Planning Organization (MPO): The City Commission will appoint representatives to serve on the MPO Board. In addition, City staff representatives will serve on the MPO Technical Advisory Committee. Those members will participate on appropriate sub-committees needed to implement the City's Transportation Plan as well as to ensure coordination with the County and surrounding jurisdictions.	On-going		Retain	
5.4, Transportation Coordination: City staff will meet with the Sarasota County Transportation Department staff as needed to discuss common issues, including the status of projects in both jurisdictions' Capital Improvements Programs.	On-going	This action strategy is revised to strengthen coordination by clarifying expectations for ongoing interagency communication related to transportation planning, project development, and implementation. The revised language reinforces that coordination is an ongoing responsibility rather than an informal or discretionary activity. This coordination supports implementation of multimodal transportation policies under Objective 3 and land use coordination strategies under Objective 4, ensuring transportation decisions are aligned with adopted plans. This revision supports Florida Statute §163.3177(4)(a) and §163.3177(6)(a) by reinforcing intergovernmental coordination requirements.	Revise	Transportation Coordination: City staff ~~will~~ shall meet with the Sarasota County Transportation Department staff as needed to discuss common issues, including the status of projects in both jurisdictions' Capital Improvement~~s~~ Programs.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
5.5, TDM Strategies for Large Employers: The City, in cooperation with Sarasota County and the Florida Department of Transportation, District 1, will require businesses that generate more than 50 employee trips in the pm peak hour to implement TDM strategies in order to maintain adopted LOS on adjacent roadways.	On-going	This action strategy is revised to modernize transportation demand management language and align it with the City's current transportation performance framework. The revision removes outdated LOS-based assumptions and clarifies that demand management strategies are coordinated with partner agencies and employers to support multimodal travel options. Implementation of this strategy is coordinated with Transportation System Performance policies under Objective 1 and multimodal transportation strategies under Objective 3, ensuring consistency with adopted performance measures and funding mechanisms. This update supports Florida Statute §163.3177(6)(a) by encouraging alternatives to single-occupant vehicle travel through coordinated planning efforts.	Revise	TDM Strategies for Large Employers or Generators: The City, in cooperation with Sarasota County and the Florida Department of Transportation~~,~~ District 1, ~~will~~ shall require businesses that generate more than 50 employee trips during~~in~~ the PM~~pm~~ peak hour to implement transportation demand management (TDM) strategies in order to maintain ~~adopted LOS~~acceptable volume-to-capacity (~~V/C~~V/C) ratios on adjacent roadways.
5.6, Project Programming: The City, through participation in the Metropolitan Planning Organization (MPO), will continuously coordinate transportation improvements, including those in its Capital Improvements Program, with MPO's short-term Transportation Improvement Program and Long Range Transportation Plan (LRTP).	On-going	This action strategy is revised to clarify coordination between the City's project programming efforts and regional and state transportation planning processes, including the MPO's Long Range Transportation Plan and Transportation Improvement Program. The revised language ensures City priorities are advanced through coordinated planning and funding decisions. Implementation of this strategy is directly coordinated with capital funding alignment and programming policies under Objective 1, supporting consistency between policy direction and project delivery. This revision supports Florida Statute §163.3177(1)(f) and §163.3177(6)(a).	Revise	Project Programming: The City, through participation in the Metropolitan Planning Organization (MPO), shall~~will~~ continuously coordinate transportation improvements, including those in its Capital Improvements Program, with MPO's ~~short term~~ Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).
5.7, Tamiami Trail Scenic Highway: The City shall maintain its membership in the Corridor Management Entity of the Tamiami Trail Scenic Highway to promote, protect, and improve the intrinsic resources of the Tamiami Trail Scenic Highway in accordance with the adopted Corridor Management Plan. The City shall maintain its Corridor Management Entity Sub-committee that identifies needs of the corridor, proposes funding sources and improvements to the corridor, reviews proposed development projects for consistency with the Corridor Management Plan, and educates the public about the Scenic Highway program.	On-going	This action strategy is revised to update the City's role in the Tamiami Trail Scenic Highway program and to remove unnecessary procedural detail. The revised language focuses on continued coordination and participation consistent with current organizational roles and responsibilities. Implementation of this strategy is coordinated with multimodal transportation and corridor planning efforts under Objective 3 and with land use coordination strategies under Objective 4. This update supports Florida Statute §163.3177(4)(a) by reinforcing	Revise	Tamiami Trail Scenic Highway: The City shall maintain its membership in the Corridor Management Entity of the Tamiami Trail Scenic Highway to promote, protect, and improve the intrinsic resources of the Tamiami Trail Scenic Highway in accordance with the adopted Corridor Management Plan. ~~The City shall maintain its Corridor Management Entity Sub-committee that identifies needs of the corridor, proposes funding sources and improvements to the corridor, reviews proposed development projects for consistency with the Corridor Management Plan, and educates the public about the Scenic Highway program.~~

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		coordination with partner agencies on corridor-specific initiatives.		
5.8, Scenic Highway Grants: The City shall encourage, support, and sponsor grant applications associated with the Florida Scenic Highway Designation of Tamiami Trail.	On-going		Retain	
5.9, Coordinated System of Concurrency Management: The City will continue to work with adjacent jurisdictions to develop procedures to assess and mitigate transportation-related development impacts across jurisdictional boundaries.	On-going	This action strategy is revised to clarify the City's continued participation in coordinated transportation management efforts without relying on outdated terminology or legacy concurrency concepts. The revised language emphasizes coordination rather than regulatory enforcement and aligns with the City's transition away from LOS-based concurrency management. Implementation of this strategy is coordinated with Transportation System Performance policies under Objective 1 to ensure consistency with adopted performance measures. This revision supports Florida Statute §163.3180 and §163.3177(6)(a).	Revise	Coordinated System of Concurrency Management: The City shall~~will~~ continue to work with adjacent jurisdictions to develop procedures to assess and mitigate transportation-related development impacts across jurisdictional boundaries.
5.10, Multimodal Coordination: The City shall work with adjacent jurisdictions to coordinate regional interconnection of bicycle, transit and pedestrian facilities.	On-going	This action strategy is revised to emphasize coordination of multimodal transportation planning across agencies and jurisdictions. The revised language supports integration of pedestrian, bicycle, transit, and roadway planning efforts and aligns with multimodal network strategies under Objective 3. Coordination under this strategy also supports funding and implementation mechanisms addressed under Objective 1, ensuring multimodal improvements are planned and delivered consistently. This update supports Florida Statute §163.3177(6)(a) by reinforcing coordinated, multimodal transportation planning.	Retain	
Objective 6 - A Transportation System to Enhance and Preserve City Neighborhoods: The City will continue to develop a system of "complete streets" in order to preserve and enhance the City's neighborhoods.	On-going	This objective is revised to align the Transportation Chapter with the City Commission–adopted Engineering Design Criteria Manual, which establishes a context-sensitive and context-based approach to street design rather than a generalized complete streets framework. The revised objective	Revise	A Transportation System to Enhance and Preserve City Neighborhoods: The City ~~will~~ shall ~~continue to~~ develop a system of ~~"complete streets"~~context-sensitive streets in order to preserve and enhance the character, safety, and livability of the City's neighborhoods.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		emphasizes preserving neighborhood character, safety, and livability while accommodating multimodal travel needs. This objective supports Florida Statute §163.3177(6)(b)1, which requires the transportation element to provide for safe and convenient traffic circulation, including bicycle and pedestrian facilities, and ensures consistency between the Comprehensive Plan and adopted implementing standards.		
Action Strategies				
6.1, Standards for Neighborhood Protection: The City will continue to improve its standards for protecting neighborhoods to minimize impacts from traffic intrusion.	On-going		Retain	
6.2, Interlocal Agreement for Transportation on Barrier Islands: The City is encouraged to pursue an interlocal agreement with the Town of Longboat Key to activate an inter-jurisdictional concurrency process for all development (except de minimis) on Longboat Key.	On-going	This action strategy is deleted because the City has not pursued an interlocal concurrency agreement with the Town of Longboat Key, and such an approach would introduce significant administrative complexity by subjecting development to dual concurrency standards across jurisdictions. The City has transitioned away from concurrency-based transportation management, and retaining this policy would be inconsistent with current practice and adopted transportation performance approaches. Barrier island transportation issues are more appropriately addressed through coordinated regional planning efforts rather than project-level concurrency requirements. This change supports Florida Statute §163.3180 by avoiding outdated concurrency mechanisms and aligns with intergovernmental coordination policies addressed elsewhere in the Transportation Chapter.	Delete	
NEW		This new action strategy is included to replace the former concurrency-based approach to barrier island transportation with a coordinated planning and implementation framework led by the Sarasota/Manatee Metropolitan Planning Organization, Sarasota County, and the Florida Department of Transportation. The policy emphasizes congestion management, multimodal mobility, and resiliency through		Barrier Island Transportation Coordination: The City shall support the efforts of the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) through the Barrier Island Implementation Plan to reduce transportation congestion, enhance mobility, and improve the resiliency of the barrier islands through coordinated planning and project implementation.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		coordinated studies and projects, including a potential Barrier Island Implementation Plan. Implementation of this strategy is coordinated with intergovernmental coordination policies under Objective 5 and evacuation and resiliency policies under Objective 4, ensuring consistency across the Transportation Chapter. This update supports Florida Statute §163.3177(4)(a) and §163.3177(6)(f).		
6.3, Transportation Demand Management Bonuses: The City should consider reducing parking requirements in the Zoning Code for development that: 1. fall within a Transit Overlay District or Multimodal Transportation District; 2. implements the Downtown Parking Study adopted recommendations; 3. commits to a trip reduction program through a Transportation Demand Management program approved by the City; and/or 4. demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.	On-going	This action strategy is revised to reflect current land use classifications, adopted parking studies, and the City's updated approach to transportation demand management. The revision clarifies where parking reductions may be considered and removes reliance on outdated district concepts while retaining flexibility for incentive-based strategies that reduce vehicle demand. Implementation of this strategy is coordinated with multimodal transportation policies under Objective 3 and transportation system performance strategies under Objective 1 to ensure consistency with adopted performance measures and funding mechanisms. This revision supports Florida Statute §163.3177(6)(a) by encouraging alternatives to single-occupant vehicle travel through land use and parking policy coordination.	Revise	Transportation Demand Management Bonuses: The City should consider reducing parking requirements in the Zoning Code for development that: 1. falls within ~~a.~~ the downtown or an urban mixed-use future land use classification, ~~Transit Overlay District or Multimodal Transportation District;~~ 2. implement~~s the Downtown~~ Citywide p~~P~~arking s~~S~~tudies~~y~~ adopted recommendations; and/or 3. ~~commits to a trip reduction program through a Transportation Demand Management program approved by the City; and/or~~ 4. demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.
6.4, Access Management and Residential Side Streets: The City shall recommend, through the site development approval process, access management techniques to discourage neighborhood cut-through traffic. These techniques will allow limited access for neighborhood residents but discourage outflow business traffic from entering neighborhoods. These may include but shall not be limited to: • Local street access on streets where cut-through traffic is impossible; • Access on the highest-classified street where EDCM or FDOT standards can be met; • Joint access, cross access, and shared access; • Raised median diverters; • Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood; • Enforceable signs ("do not enter", "no thru traffic," etc.);	On-going	This action strategy is revised to remove overly detailed and prescriptive design measures that are more appropriately addressed through implementing standards such as the Engineering Design Criteria Manual. The revised policy focuses on discouraging neighborhood cut-through traffic through access management techniques consistent with adopted design guidance, while maintaining flexibility during the site development review process. Implementation of this strategy is coordinated with safety and access management policies under Objective 2 to ensure consistent application across transportation projects. This revision supports Florida Statute §163.3177(6)(b)1 by protecting	Revise	Access Management and Residential Side Streets: The City shall recommend, through the site development approval process, access management techniques consistent with the Engineering Design Criteria Manual (EDCM) to discourage neighborhood cut-through traffic. These techniques ~~will~~ shall allow limited access for ~~neighborhood~~ local residents ~~but discourage outflow business traffic from entering neighborhoods~~while minimizing business-related traffic on local streets. ~~These may include but shall not be limited to:~~ ~~• Local street access on streets where cut-through traffic is impossible;~~ ~~• Access on the highest-classified street where EDCM or FDOT standards can be met;~~ ~~• Joint access, cross access, and shared access;~~ ~~• Raised median diverters;~~

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
• Building orientation away from the neighborhood, including drive-through windows; • Internal traffic circulation to discourage use of side streets; • Pedestrian access to encourage walking rather than driving short distances; • Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop; • Encouragement of FDOT to change an arterial's access classification to allow less stringent driveway spacing requirements; and • Reduction of posted speed limit to allow less stringent driveway spacing requirements.		neighborhood streets while maintaining safe and functional access.		~~• Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood;~~ ~~Enforceable signs ("do not enter", "no thru traffic," etc.);~~ ~~Building orientation away from the neighborhood, including drive-through windows;~~ ~~Internal traffic circulation to discourage use of side streets;~~ ~~Pedestrian access to encourage walking rather than driving short distances;~~ ~~Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop;~~ ~~Encouragement of FDOT to change an arterial's access classification to allow less stringent driveway spacing requirements; and~~ ~~Reduction of posted speed limit to allow less stringent driveway spacing requirements.~~
6.5, Traffic Calming: The City will continue to maintain a traffic calming program to maintain safe and viable neighborhoods and discourage speeding through City neighborhood streets.	On-going	This action strategy is revised to align with the City's Traffic Calming Plan and evolving implementation practices. The revision clarifies the City's role in maintaining a traffic calming program while allowing future updates based on the outcomes of the Traffic Calming Plan. Implementation of this strategy is coordinated with safety-focused design and operational policies under Objective 2 and funding alignment strategies under Objective 1. This update supports Florida Statute §163.3177(6)(b)1 by promoting safe neighborhood streets through context-appropriate traffic management.	Revise	Traffic Calming: The City ~~will continue to maintain a traffic calming program to~~shall maintain safe and viable neighborhoods and discourage speeding through City neighborhood streets.
6.6, Integrity of the Grid Pattern: The City will maintain and improve the integrity of the street grid pattern by encouraging traffic calming techniques to reduce volume and/or speed to protect neighborhoods from the impacts of through traffic. Closing of local streets shall only be pursued if traffic calming or alternative methods are not appropriate or effective.	On-going	This action strategy is revised to reflect the City's current approach to neighborhood traffic management, which prioritizes speed management and safety over volume reduction and cut-through diversion. The revised language clarifies that street closures are not a preferred tool and reinforces the importance of maintaining street network connectivity for neighborhoods, emergency access, and multimodal circulation. Implementation of this strategy is coordinated with traffic calming policies under this objective and multimodal network strategies under Objective 3. This revision supports Florida Statute §163.3177(6)(a).	Revise	Integrity of the Grid Pattern: The City ~~will~~ shall maintain and improve the integrity of the street grid pattern ~~by encouraging traffic calming techniques to reduce volume and/or speed to protect neighborhoods from the impacts of through traffic~~. Closing of local streets shall ~~only~~ not be initiated by the City. ~~if traffic calming or alternative methods are not appropriate or effective~~.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
6.7, Aesthetics and Landscaped Medians: The City will provide for the aesthetic treatment of road corridors during the design process. Where adequate right-of-way exists or can be acquired, landscaped medians shall be the preferred center component of road cross-sections. When major new public facilities are planned, their design shall be aesthetically compatible with the surrounding area, whenever practical.	On-going	This action strategy is revised to align corridor aesthetics and landscaped median treatments with the Engineering Design Criteria Manual. The revision clarifies that aesthetic treatments are considered during the design process and applied in a context-appropriate manner based on right-of-way availability and surrounding land use. Implementation of this strategy is coordinated with design standards under Objective 2 and neighborhood preservation goals under Objective 6. This supports Florida Statute §163.3177(6)(b)1.	Revise	Aesthetics and Landscaped Medians: The City ~~will~~ shall provide for the aesthetic treatment of road corridors during the design process. Where adequate right-of-way exists or can be acquired, landscaped medians shall be the preferred center component of road cross-sections. When major new public facilities are planned, their design shall be aesthetically compatible with the surrounding area, whenever practical.
6.8, Additional Access Serving Longboat Key: The City will support planning for an additional bridge to connect Longboat Key to the mainland in order to relieve traffic congestion on the John Ringling Causeway Bridge.	On-going	This action strategy is deleted because the City does not currently support planning for an additional bridge connection to Longboat Key, and such a project would require regional consensus, environmental review, and funding beyond the City's authority. Retaining this policy could create unrealistic expectations and conflict with current transportation and resiliency planning priorities. Barrier island access and mobility issues are more appropriately addressed through coordinated regional planning efforts reflected elsewhere in the Transportation Chapter. This change supports Florida Statute §163.3177(4)(a).	Delete	
6.9, Acquisition on One Side Only: To avoid intrusion into neighborhoods, when a road is to be widened and property acquisition is required, the centerline should be shifted with the intent of acquiring residential lots on one side only, where feasible, and the creation of buffers to protect the adjacent residential neighborhood on the side which is encouraged, where feasible.	On-going	This action strategy is revised to simplify and clarify language related to minimizing neighborhood impacts when property acquisition is required for transportation projects. The revised language emphasizes avoiding intrusion into established neighborhoods by limiting acquisition to one side of the roadway where feasible and using buffers to protect adjacent residential areas. This action strategy supports neighborhood preservation goals under Objective 6 and is consistent with Florida Statute §163.3177(6)(b)1 by promoting transportation solutions that minimize adverse impacts on residential areas.	Revise	Acquisition on One Side Only: To avoid intrusion into neighborhoods, when ~~a road is to be widened and~~ property acquisition is required~~,~~ the roadway centerline should be shifted ~~with the intent of~~to acquir~~e~~~~ing~~ residential lots on one side only, where feasible, and ~~the creation of~~ buffers should be created to protect the ~~adjacent residential~~ neighborhood ~~on the side which is encouraged, where feasible.~~on the opposite side.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
6.10, Public Involvement: Public involvement shall be ensured by staff presentations to neighborhood associations and/or groups during the preliminary design stage for road projects involving changes in the road configuration, including alignment, number of lanes, and calming devices.	On-going	This action strategy is revised to remove overly prescriptive language regarding the form of public involvement while retaining the requirement for meaningful engagement during planning and preliminary design phases of roadway projects. The revision provides flexibility in how public involvement is conducted while ensuring neighborhood input remains an integral part of transportation decision-making. This approach supports internal consistency within the Transportation Chapter and aligns with Florida Statute §163.3177(6)(a) by encouraging coordinated and inclusive transportation planning practices.	Revise	Public Involvement: Public involvement shall be ensured ~~by staff presentations to neighborhood associations and/or groups~~ during the planning and preliminary design ~~stage~~ for roadway projects ~~involving changes in the road configuration, including alignment, number of lanes, and calming devices~~.
6.11, Construction Staging Plans: Through the permitting process, the City will require developers whose projects impede the flow of through traffic for a significant period of time to provide a specific plan for mitigating the congestion caused during the construction period. Multiple projects should be staged so as not to cause simultaneous delays.	On-going		Retain	
6.12, Private Streets: The City shall promote local street connectivity by discouraging private and gated streets.	On-going		Retain	
6.13, Neighborhood Speed Program: The City shall develop a program to educate residents about the importance of abiding by the 25 mile per hour speed limit in residential neighborhoods.	On-going	This action strategy is revised to reflect City Commission direction and evolving neighborhood traffic calming policies by broadening the focus from a specific residential speed limit to overall speed awareness and compliance citywide. The revised language supports education-based approaches to reducing speeding and improving neighborhood safety and aligns with the City's Traffic Calming Plan. This action strategy supports Florida Statute §163.3177(6)(b)1 by promoting safer local streets through operational and behavioral strategies.	Revise	Neighborhood Speed Program: The City shall develop a program to educate residents about the importance of abiding by the ~~25 mile per hour~~ speed limit ~~in residential neighborhoods~~ while driving in the city.
6.14, Pedestrian Connectivity: The City will consider pedestrian needs when designing road corridors and intersections, particularly pedestrian facilities that connect neighborhoods to shopping, schools, parks, and transit facilities.	On-going	This action strategy is revised to clarify the intent to connect neighborhoods to services, schools, parks, and transit facilities rather than focusing solely on commercial destinations. The revision strengthens consistency with the City's multimodal transportation goals and	Revise	Pedestrian Connectivity: The City shall ~~will~~ consider pedestrian needs when designing road corridors and intersections, particularly pedestrian facilities that connect neighborhoods to essential services ~~shopping~~, schools, parks, and transit facilities.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
		emphasizes pedestrian access as a core component of neighborhood livability. This action strategy supports Florida Statute §163.3177(6)(b)1 by addressing pedestrian circulation and connectivity as part of a safe and convenient transportation system.		
NEW		This action strategy is included to establish a clear policy expectation that sidewalks be provided as part of new development, including single-family residential, to improve neighborhood walkability and access to services, schools, parks, and transit facilities. The strategy reinforces the City's context-based design approach and supports neighborhood connectivity objectives under Objective 6. Because this policy may affect development standards and potential mitigation requirements, it should be reviewed by Legal to confirm consistency with Florida Statute §163.3180 and SB 180 requirements.		Sidewalk Requirements in Development: All new development, including single-family residential, shall provide sidewalks to enhance neighborhood walkability and to improve access to essential services, schools, parks, and transit facilities.
Objective 7 - Increased Use, Safety and Convenience of Pedestrian and Bicycle Networks: The City will increase the use, safety and convenience of its pedestrian and bicycle networks including links to schools, recreational facilities, bus stops, and major trip generators.	On-going	This objective is revised to clarify that pedestrian and bicycle planning is applied citywide and to align with the City's adopted multimodal and safety-based transportation framework. The revision addresses potential redundancy with context-sensitive street design and system performance measures by emphasizing outcomes related to use, safety, and convenience rather than specific design treatments. Implementation of this objective is coordinated with safety-focused policies under Objective 2 and multimodal transportation strategies under Objective 3 to ensure pedestrian and bicycle investments are consistent with adopted performance measures and funding mechanisms. This revision supports Florida Statute §163.3177(6)(a), which requires transportation elements to provide for safe and convenient multimodal movement.	Revise	Increased Use, Safety and Convenience of Pedestrian and Bicycle Networks: The City will increase the use, safety and convenience of its pedestrian and bicycle networks through the City including links to schools, recreational facilities, bus stops, and ~~major trip generators~~downtown.
Action Strategies				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
7.1, Sidewalk: The City shall continue to seek supplemental funding for its local sidewalk construction program to identify sidewalk needs: • on existing roadways; • on hazardous routes; • on designated school walking routes; • to connect with existing sidewalks to reach schools, parks, recreational facilities, and new developments; • to repair and replace existing deteriorated sidewalks in connection with new road construction; • near major trip attractors; • to provide access to SCAT bus stops; and • to pursue wider sidewalks within the Downtown Environs Area (DEA), designated in the Engineering and Design Criteria Manual.	On-going	This action strategy is revised to reflect current Engineering Design Criteria Manual terminology and to update references to transit service branding. The revised policy focuses on identifying sidewalk network gaps, improving accessibility, and retrofitting non-compliant sidewalks rather than listing specific geographic areas that are no longer defined in adopted standards. Implementation of this strategy is coordinated with multimodal network planning under Objective 3 and capital funding alignment under Objective 1 to ensure sidewalk projects are prioritized and funded consistently. This revision supports Florida Statute §163.3177(6)(a) by advancing safe and accessible pedestrian infrastructure.	Revise	Sidewalk: The City shall continue to identify and pursue~~seek~~ supplemental funding for its local sidewalk construction program, with priority given to addressing gaps in the sidewalk network and retrofitting existing non-compliant sidewalks to meet accessibility standards.~~identify sidewalk needs:~~ ~~• on existing roadways;~~ ~~• on hazardous routes;~~ ~~• on designated school walking routes;~~ ~~• to connect with existing sidewalks to reach schools, parks, recreational facilities, and new developments;~~ ~~• to repair and replace existing deteriorated sidewalks in connection with new road construction;~~ ~~• near major trip attractors;~~ ~~• to provide access to SCAT bus stops; and~~ ~~• to pursue wider sidewalks within the Downtown Environs Area (DEA), designated in the Engineering and Design Criteria Manual.~~
7.2, Encouragement of Bicycle Use: The City will seek designation as a "Bicycle Friendly Community" by the League of American Bicyclists. The following actions may be taken by the City in order to achieve this goal: • Improving data collection in order to determine the current level of bicycle use (e.g. percent of trips) in the City. • Involving the local cycling community in identifying maintenance needs and ongoing improvements. • Establishing information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor, etc.). • Encouraging bicycle use among City employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet). • Ensuring all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. • Developing special programs to encourage bicycle use in areas of the City where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.	On-going	This action strategy is revised to retain the City's goal of encouraging bicycle use while simplifying and modernizing implementation language. The revision allows flexibility in how bicycle encouragement initiatives are pursued and avoids overly prescriptive programmatic detail that is better addressed through implementing plans and partnerships. Implementation of this strategy is coordinated with multimodal transportation policies under Objective 3 and safety-focused design standards under Objective 2. This revision supports Florida Statute §163.3177(6)(a) by promoting bicycle travel as a viable transportation option.	Revise	Encouragement of Bicycle Use: The City shall~~will~~ seek designation as a "Bicycle Friendly Community" by the League of American Bicyclists. The following actions may be taken by the City in order to achieve this goal: • Improving data collection in order to determine the current level of bicycle use (e.g. percent of trips) in the City. • Involving the local cycling community in identifying maintenance needs and ongoing improvements. • Establishing information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor, etc.). • Encouraging bicycle use among City employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet). • Ensuring all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. • Developing special programs to encourage bicycle use in areas of the City where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
7.3, Pedestrian Intersections: Connections between residential and non-residential land uses will be improved through the creation of pedestrian intersections. Among the design features for such pedestrian intersections are: clearly stripe cross-walks and use different paving materials, and reduce the distance between curb corners to reduce pedestrian crossing distance. Such pedestrian intersections are now considered appropriate in all areas of the City.	On-going	This action strategy is revised to align pedestrian intersection treatments with the standards and guidance contained in the Engineering Design Criteria Manual. The revised language removes design specificity from the Comprehensive Plan while reinforcing the City's commitment to improving pedestrian crossings through context-appropriate measures. Implementation of this strategy is coordinated with safety-focused design policies under Objective 2 to ensure pedestrian intersection improvements are applied consistently citywide. This revision supports Florida Statute §163.3177(6)(b)1 by improving pedestrian safety and circulation.	Revise	Pedestrian Intersections Features: The City shall improve ~~C~~connections between residential and non-residential land uses -will be improved through the creation of pedestrian intersections . ~~. Among the design features for such pedestrian intersections are: clearly stripe crosswalks and use different paving materials, and reduce the distance between curb corners to reduce pedestrian crossing distance. Such pedestrian intersections are now considered appropriate in all areas of the City.~~consistent with the standards set forth in the EDCM, including high-emphasis crosswalks, leading pedestrian intervals, and appropriate pedestrian wait times.
7.4, Pedestrian Safety: The City shall continue to identify and install pedestrian safety improvements in conformance with the Pedestrian Master Plan adopted by the City Commission in 2001 and the Manual of Uniform Traffic Control Devices. Streets through residential neighborhoods should be maintained and identified in a manner, which promotes and protects the residential environment and enhances pedestrian safety.	On-going	This action strategy is deleted because it references outdated plans and standards, including the City's 2001 Pedestrian Master Plan, which no longer reflects current safety policy or practice. Pedestrian safety is now addressed through the Sarasota Safety Action Plan, MPO Destination Zero initiatives, and through safety-based design standards in the Engineering Design Criteria Manual. Removing this policy avoids reliance on obsolete documents and improves internal consistency within the Transportation Chapter. This change supports Florida Statute §163.3177(6)(a).	Delete	
7.5, Sidewalks to Bus Stops and Bus Shelters: The City shall continue to coordinate with Sarasota County Area Transit for improved pedestrian access to bus stops and bus shelters. The City shall require all developments through the development review process to construct bus shelters where there is an existing Sarasota County Area Transit (SCAT) bus stop abutting the project or if there is a bus stop within five hundred feet (500 ft.) from the project or a proposed future bus stop by SCAT. Existing bus shelters shall be restored if compromised by adjacent construction or redevelopment activity.	On-going	This action strategy is revised to update transit service references and reflect current coordination with Sarasota County Breeze Transit. The revised language maintains the City's commitment to improving pedestrian access to transit stops and shelters while ensuring terminology aligns with current operations. Implementation of this strategy is coordinated with transit access and multimodal planning policies under Objective 3 and funding alignment strategies under Objective 1. This revision supports Florida Statute §163.3177(6)(a).	Revise	Sidewalks to Bus Stops and Bus Shelters: The City shall continue to coordinate with Sarasota County ~~Area~~ Breeze Transit for improved pedestrian access to bus stops and bus shelters. The City shall require all developments through the development review process to construct bus shelters where there is an existing ~~Sarasota County Area~~Breeze Transit ~~(SCAT)~~ bus stop abutting the project or if there is a bus stop within five hundred feet (500 ft.) from the project or a proposed future bus stop by ~~SCAT~~Breeze Transit. Existing bus shelters shall be restored if compromised or degraded by adjacent construction or redevelopment activity.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
7.6, Off-Road Paths and Bridges: The City will continue to identify opportunities for hiking and recreational walking via off-road pathways and pedestrian bridges.	On-going	This action strategy is revised to clarify the City's ongoing role in identifying opportunities for off-road paths and pedestrian bridges while maintaining flexibility in implementation. The revised language aligns with current multimodal planning practices and avoids unnecessary prescriptive requirements. Implementation of this strategy is coordinated with greenway and trail planning under Objective 3 to ensure connectivity and consistency. This revision supports Florida Statute §163.3177(6)(a).	Revise	Off-Road Paths and Bridges: The City ~~will~~shall continue to identify opportunities for hiking and recreational walking via off-road pathways and pedestrian bridges.
7.7, Greenways and Trails: The City shall coordinate with local civic groups, continue to identify ideal right-of-way for greenways and trails within the City. The City shall coordinate with surrounding jurisdictions to identify opportunities to connect to established greenways and trails at the City limits.	On-going		Retain	
7.8, Enhancements: The City shall identify and prioritize bicycle and pedestrian projects pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).	On-going	This action strategy is deleted because it references SAFETEA-LU, a federal transportation act that is no longer in effect. Bicycle and pedestrian project prioritization is now guided by current federal, state, and local programs, as well as adopted City plans. Removing this policy avoids reliance on obsolete legislation and improves clarity within the Transportation Chapter. This change supports Florida Statute §163.3177(1) by maintaining current and accurate policy references.	Delete	
7.9, Crosswalks: The City shall continue to complete the gaps in crosswalks running perpendicular to major thoroughfare network	On-going		Retain	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
7.10, Contributions to the Multimodal Network: Appropriate improvements or enhancements to the City's multimodal network may be required as a condition of development approval, particularly in identified Multimodal Transportation Districts (MMTD). These improvements may include, but are not limited to: • Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings; • Full accommodations for bicycle commuters, including lockers, showers, and racks. • Secure, visible bicycle parking areas including bicycle lockers, locked rooms, or chain link enclosures, which are easily accessible and conspicuously posted. • Direct connections between the development and any regional bicycle, pedestrian and trail facilities. • Installation of shared use paths. • Well designed accommodations for transfer of passengers at designated transit facilities. • Preferential parking for rideshare participants. • Well designed access for motor vehicle passenger drop offs and pick-ups at designed transit facilities and at commercial and office development sites. • Weather protection at transit stops.	On-going	This action strategy is deleted because multimodal network improvements associated with development applications are now addressed citywide through the Multi Modal Transportation Impact Fees (MMTIF) program rather than through requirements tied to designated Multimodal Transportation Districts. The MMTIF Study establishes eligibility and geographic applicability for funded improvements, making this policy redundant and potentially confusing. Removing this strategy improves internal consistency and aligns implementation with adopted funding methodologies, consistent with Florida Statute §163.3180.	Delete	
7.11, Pedestrian Continuity: The City shall limit the number and width of curb cuts and vehicular crossings over sidewalks to maximize the continuity of pedestrian movement.	On-going		Retain	
7.12, Bicycle Plan: The City will encourage the use of bicycle transportation consistent with the City of Sarasota Bicycle Plan (2001) (as amended.)	On-going	This action strategy is deleted because it references the City's 2001 Bicycle Plan, which has been superseded by more recent multimodal planning efforts, including the ~~Multimodal Connections Plan~~Multimodal Connections Plan. Bicycle planning and investment priorities are now addressed through updated adopted plans and standards. Removing this policy avoids reliance on outdated documents and supports Florida Statute §163.3177(1) by improving internal consistency.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
7.13, Bicycle Lanes: The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes with a minimum width of 4 feet, where feasible. Provision of bicycle lanes shall be a design priority for all thoroughfare roads in the City in keeping with its policy of constructing "complete streets."	On-going	This action strategy is revised to reference the Engineering Design Criteria Manual as the governing standard for bicycle lane design rather than specifying fixed dimensional requirements. The revision aligns bicycle facility design with context-sensitive solutions and current engineering standards. Implementation of this strategy is coordinated with safety-focused design policies under Objective 2. This revision supports Florida Statute §163.3177(6)(a).	Revise	Bicycle Lanes: The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes, consistent with the standards in the EDCM. ~~with a minimum width of 4 feet, where feasible.~~ Provision of bicycle lanes shall be a design priority for all thoroughfare roads in the City, in keeping with its policy of implementing context-sensitive solutions. ~~constructing "complete streets."~~
7.14, Pedestrian/Bicycle Access: All requests for development shall provide for safe and convenient pedestrian and bicycle access particularly between residential development and adjacent or nearby schools, neighborhood centers, transit stops, parks, bike pathways, and commercial and office development.	On-going		Revise	Pedestrian/Bicycle Access: All requests for development approval shall provide for safe and convenient pedestrian and bicycle access particularly between residential development and adjacent or nearby schools, neighborhood centers, transit stops, parks, bike pathways, and commercial and office development.
7.15, Bicycle Facility Connectivity: The City shall continue to seek opportunities to complete connections between existing bicycle facilities in all future transportation improvements and plans.	On-going	This action strategy is revised to clarify the City's ongoing role in completing bicycle network connections through future transportation improvements and plans. The revision strengthens the focus on creating a continuous and accessible bicycle network while avoiding repetitive language. Implementation of this strategy is coordinated with multimodal network planning under Objective 3. This revision supports Florida Statute §163.3177(6)(a).	Revise	Bicycle Facility Connectivity: The City shall ~~continue to seek~~pursue opportunities to complete connections between existing bicycle facilities as part of ~~in~~ all future transportation improvements and plans, in order to create a safe, continuous, and accessible bicycle network.~~.~~
7.16, Commuter Services: The City shall promote the creation and use of employer-based commuting programs which offer incentives to employees who choose to travel to work by some other means other than a single occupant vehicle. Commuter services programs shall be mandatory for businesses that generate more than 50 employee trips in the pm peak hour. These programs can include strategies such as carpooling, van pooling, offering transit passes to employees, special parking places for bicycles and high occupancy vehicles and many others. New computerized monitoring systems could be a way to monitor participation in commuter services program.	On-going	This action strategy is revised to reflect current commuter assistance programs and partnerships, including FDOT's Commute Connector program, and to remove rigid mandatory thresholds that are difficult to administer. The revised language emphasizes promotion and coordination rather than enforcement. Implementation of this strategy is coordinated with transportation demand management policies under Objective 1 and multimodal strategies under Objective 3. This revision supports Florida Statute §163.3177(6)(a).	Retain	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		This new action strategy is included to recognize and support emerging micromobility options as part of the City's multimodal transportation system. The policy establishes a framework for integrating micromobility with transit, first- and last-mile connectivity, and safety standards consistent with the Transportation Master Plan. Implementation of this strategy is coordinated with multimodal planning under Objective 3 and safety-focused design standards under Objective 2. This supports Florida Statute §163.3177(6)(a).		Micromobility: The City shall support and regulate the use of micromobility options, such as bicycles, e-bikes, and e-scooters, to enhance first- and last-mile connectivity, improve access to transit, and expand sustainable travel choices. Micromobility infrastructure and operations shall be consistent with the City's Transportation Master Plan and applicable safety standards.
NEW		This new action strategy is included to support the implementation of yield streets in appropriate low-speed, low-volume contexts to improve safety and balance multimodal access. The policy aligns with context-sensitive design standards in the Engineering Design Criteria Manual and supports neighborhood livability objectives. Implementation of this strategy is coordinated with traffic calming policies under Objective 6 and safety-focused design strategies under Objective 2. This supports Florida Statute §163.3177(6)(b)1.		Yield Streets: The City should implement yield streets in low-volume, low-speed areas to support safe, multimodal travel and calm traffic. Yield streets may be applied on local streets, particularly near residential land uses, where narrower travel zones can improve safety and balance access for pedestrians, bicyclists, and drivers, consistent with the standards set forth in the EDCM.
Objective 8 - Parking Master Plan: The City shall develop and manage parking facilities in accordance with the Downtown Parking Master Plan and continue to explore and implement creative methods to prevent parking shortages consistent with the Downtown Parking Master Plan recommendations.	On-going	The new objective removes outdated reference materials and focuses on best practices and innovative strategies.	Delete	
New				Objective - Parking Management: The City shall develop, operate, and manage parking facilities, and shall explore and implement innovative parking management strategies that balance supply and demand, support economic vitality, and respond to both current and future mobility needs.
Action Strategies				
8.1, Parking: The City will develop a public/private partnership charged with identifying sites that are suitable for the construction of parking lots/garages and will identify techniques to fund and develop same.	On-going	The revised strategy reduces limitations and explores more flexible partnerships for parking and innovative approaches.	Revise	Parking: The City ~~will~~ shall develop ~~a~~ public~~-~~/private partnerships ~~charged with~~to identify~~ing~~ suitable sites ~~that are suitable~~ for the construction of parking lots and ~~/~~garages and ~~will identify techniques to fund and develop same~~to determine funding and development approaches for their implementation.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
8.2, Downtown Proper: The City will establish mechanisms, including regulatory, that retain/encourage easy access to parking, transit stops and shopping for pedestrians within the Downtown Proper consistent with the Downtown Parking Master Plan recommendations.	On-going	The revised strategy removes outdated reference documents and outdated terminology.	Revise	Downtown ~~Proper~~Parking: The City will establish mechanisms, including regulatory, that retain/encourage easy access to parking, transit stops and ~~shopping for pedestrians within the Downtown Proper consistent with the Downtown Parking Master Plan recommendations~~amenities for pedestrians within Downtown.
8.3, Parking Area Location & Design: Off street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings.	On-going		Retain	
8.4, Parking in Multi-Modal Transportation Districts: Parking in MMTD's shall be limited in order to discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability of the MMTD. Emphasis shall be on short-term parking strategies over long term parking in commercial areas.	On-going	The revised strategy removes occupancy limits that are difficult to enforce and removes outdated terminology.	Revise	~~Parking in Multi-Modal Transportation Districts~~On-Street Parking in Commercial Areas: ~~Parking in MMTD's~~On-street parking shall be limited ~~in order to discourage single-occupant vehicle commuting and reinforce non-auto modes,~~ but not so limited as to adversely impact the viability of ~~the MMTD~~the commercial areas. Emphasis shall be on short-term parking strategies over long term parking in commercial areas.
8.5, Park and Ride Lots: The City shall support the creation of Park and Ride lots outside the City at locations identified by the MPO.	On-going	This strategy provides now more flexible options beyond just park and ride lots and allows other organizations beyond the MPO to identify innovative options.	Revise	Park and Ride ~~Lots~~: The City shall support the creation of Park and Ride ~~lots outside the City at locations identified by the MPO.~~options.
8.6, Bicycle Parking: The City shall continue to require all new development to provide secure long term bicycle parking in the form of bicycle lockers, locked rooms or chain link enclosures as a way of reducing the demand for automobile parking.	On-going	The revise strategy now provides more policy enforcement to development applications, and removes the automatic association of automobile demand, which can be difficult to quantify.	Revise	Bicycle Parking: The City shall ~~continue to~~ require all new development to provide secure long term bicycle parking in the form of bicycle lockers, locked rooms or chain link enclosures ~~as a way of reducing the demand for automobile parking~~.
8.7, Motorcycle Parking: The City shall continue to create specially marked "Motorcycle Parking Areas" throughout the City in order to free up standard parking spaces for automobiles.	On-going		Retain	
New		This action strategy has been created to evaluate parking zones to manage demand and turnover toward a sustainable revenue source.		Paid Parking: The City shall consider research and possible expansion of~~d~~ paid parking zones throughout the city in order to manage parking demand, support turnover for businesses, and provide a sustainable revenue source for transportation and public realm improvements.
New		This action strategy applies policy for curbside management practices, and this topic has been a growing priority for urban areas throughout the country on how to balance the needs of competing interests along the same curb area.		Curbside Management: The City shall manage curbside space to balance the needs of loading, deliveries, passenger pick-up and drop-off, transit, micromobility, and parking, in order to improve access, enhance customer experience, and support businesses.
New		This action strategy emphasizes that curbside management is to be regularly monitored to identify trends and changes in best practices.		Curbside Management Monitoring: The City shall monitor and evaluate curbside usage to maximize performance.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
New		This new action strategy encompasses the growing trend of rideshare usage. Associated effects of traffic impacts and curbside usage are addressed in creating hub locations for the City to consider.		Rideshare Hubs: The City shall consider identifying and establishing designated rideshare hubs to reduce unnecessary traffic circulation, improve curbside efficiency, and enhance customer experience.
New		Wayfinding is an important aspect for people not familiar with the landscape. This wayfinding strategy assists user of various modes to improve access and direct route navigation.		Wayfinding: The City shall consider implementing a coordinated wayfinding system to direct drivers, pedestrians, cyclists, and transit users to parking facilities, activity centers, and multimodal connections, in order to improve access and reduce unnecessary circulation.
New		This action strategy suggests applying new technology for parking management techniques and is consistent with the direction from the Sarasota in Motion Transportation Master Plan.		Smart Parking Technology: The City shall consider implementing and enhance smart parking technologies, such as real-time availability systems, mobile payment options, and demand-based pricing tools, to enhance the customer experience, improve convenience, and support effective parking management.
Objective 9 - Transportation Concurrency Exception Area (TCEA): The City will continue to use and manage transportation concurrency within the City's Downtown Community Redevelopment Area (CRA) through the use of a Transportation Concurrency Exception Area (TCEA) as defined in Illustration T-1 until the City develops an area-wide concurrency management system or designates the downtown area as a Multimodal Transportation District (MMTD) pursuant to Florida Statues § 163.3180 (15). The purpose of the TCEA is to encourage the development of compact, dense and mixed uses in the Downtown CRA by replacing standard concurrency requirements with TCEA regulations. The transportation and mobility needs within the TCEA shall be met through the following Action Strategies as an alternative to the statutory concurrency requirements.	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed. Deletion reflects elimination of the Transportation Concurrency Exception Area (TCEA) and integration of downtown performance into the citywide context-based V/C framework.	Delete	
Action Strategies				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
9.1, Standards: The City will apply the following standards to development within the TCEA until the Sarasota City Plan is amended to provide a multimodal concurrency management system such as a Multimodal Transportation District (MMTD), or a Transportation Concurrency Management Area (TCMA) within the Downtown CRA. • For roads within a transportation concurrency study area for a proposed development which are operating at LOS "E" or "F", the number of trips projected to be added to the Annual Average Daily Traffic (AADT) on the road(s) by the proposed development, plus the number of vested trips from previously approved development, when added to the AADT on the roadway at the time of development review, shall not exceed one-hundred fifteen percent (115%) of the AADT in February 1999, the effective date of the 1998 Sarasota City Plan. • For roads within a transportation concurrency study area for a proposed development which are operating at LOS "D", the number of trips projected to be added to the AADT on the road(s) by the proposed development, plus the number of vested trips from previously approved development, when added to the AADT on the roadway at the time of development review, shall not degrade the LOS below "E." • For roads within a transportation concurrency study area for a proposed development which are operating at LOS "A, B or C", the number of trips projected to be added to the AADT on the road(s) by the proposed development, plus the number of vested trips from previously approved development, when added to the AADT on the roadway at the time of development review shall not degrade the LOS below "D." • The term "previously approved development" as used in this Action Strategy shall mean any development, whether or not inside the TCEA, which has a valid unexpired site plan or building permit approval, but which has not been issued a certificate of occupancy. • Level of Service (LOS) shall be calculated for the directional peak hour volume on any roadway and for any intersection within the transportation concurrency study area for the project under review. • Except as otherwise provided within Objective 9, transportation facilities needed to serve new development shall be provided in accordance with the adopted Concurrency Management System (see Attachment 5 in the Future Land Use Chapter). • In lieu of traditional mitigation, (i.e. roadway improvements), developers may be allowed to mitigate up to 30% of new trips by using proven Transportation Demand Management (TDM) and	On-going	This action strategy is deleted because it relies on LOS. The updated Transportation Chapter focuses on managing system performance using context-appropriate operational, safety, and multimodal strategies rather than LOS remediation. Florida Statute §163.3180 supports the use of different professionally accepted performance measures in constrained urban environments, making this policy obsolete. Deletion reflects elimination of the Transportation Concurrency Exception Area (TCEA) and integration of downtown performance into the citywide context-based V/C framework.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Intelligent Transportation System (ITS) programs with verifiable results. "Verifiable results" shall mean that it is possible to quantify the number of new trips which are eliminated by the use of TDM and ITS measures. The City shall have the discretion to determine the appropriate percentage of new trips to be mitigated in this manner up to the 30% maximum. • Development projects generating fifty (50) net new (gross proposed less gross vested) peak trips or more shall be required to provide a Transportation Demand Management (TDM) Plan as a condition precedent to the issuance of their Certificate of Occupancy. • Developers shall prepare and submit traffic circulation plans including ingress and egress from and to adjacent roadways for automobiles, trucks and delivery vehicles, pedestrian, mass transit, and bicycles. Traffic circulation plans shall be reviewed and approved by the City Engineer. • Development agreements which commit the developer to make specified transportation improvements may be required as a condition precedent to the issuance of a development approval. Development agreements may also require the developer to participate in TSM, ITS and TDM programs. • Traditional mitigation through roadway improvements shall explicitly include multimodal improvements which may include but are not limited to: secure bicycle parking facilities, bicycle locker facilities, pedestrian scale lighting, transit shelters, stops and stations, sidewalk connections, sidewalk widening, and provision of easements for multi-use recreational trails. Developments which cannot meet the above standards shall not be approved.				
9.2, Amendment of the Sarasota City Plan: The Neighborhood and Development Services Department, two years after the adoption of this Sarasota City Plan, will provide City Commission with a request for adoption of an area-based Multimodal Transportation District (MMTD) or other program approved by the Department of Community Affairs (DCA). The request shall include evaluation of the effectiveness of the proposed program.	On-going	Renamed Development Services, there is no Department of Community Affairs in the City. The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
9.3, Land Use Mix Consistent with the Downtown Master Plan: The City shall annually monitor development in the TCEA to assess the land use mix and ensure that it is consistent with the goals of the Downtown Master Plan. Should the rate of development or land use mix vary significantly from the projections used in establishing the TCEA, the City shall re-analyze the traffic impacts of the TCEA on all thoroughfares within the TCEA plus all principal arterials within two miles of the TCEA, including Beneva Road. The monitoring effort shall also include a review of the implementation strategies of the TCEA, and adjustments needed to them based on the rate and type of development. The City shall reevaluate the land use mix should the TCEA area boundary change.	On-going	Additionally, the Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	
9.4, Developments of Regional Impact: Developments of Regional Impact, even if located wholly within the TCEA, shall remain subject to the applicable requirements of Chapter 380, F.S.	On-going	Outdated reference to DRI, and how it relates to a downtown TCEA which no longer exists. Deletion reflects elimination of the Transportation Concurrency Exception Area (TCEA) and integration of downtown performance into the citywide context-based V/C framework.	Delete	
9.5, Major Roadway Improvements: The City shall encourage the MPO, and earmark developer contributions as appropriate, to retain as a high priority the improvement of 12th Street from Tuttle Avenue to Beneva Road, Lockwood Ridge Road between Fruitville Road and 17th Street, US-41 from 6th Street to Gulfstream Avenue and Orange Avenue between 10th Street and 17th Street. The City shall coordinate with the MPO and FDOT to discuss advancing construction of the final phase of the widening of U.S. 301 from south of University Parkway to 12th Street prior to year 2010 to conform with the phased traffic modeling for the MPO's 2030 Long-Range Transportation Plan.	On-going	Outdated LRTP and priorities. The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	
9.6, Transportation Demand Management (TDM) Developer Requirements: The City shall require any development locating within the TCEA to implement and maintain a trip reduction program and/or to pay into a TDM trust fund if the impact of such development on any segment of roadway within the TCEA would exceed 1 % of that roadway's two-way service volume at LOS "D".	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
9.7, Mass Transit: The City shall consult with SCAT to assure conformity of the TDM program with the SCAT Transit Development Program concerning any improved headways, schedule modifications, or route changes which are recommended as a result of Action Strategies 5.3 through 5.5. These recommendations shall include an enhanced downtown circulator.	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	
9.8, Sidewalks: Any missing links in the sidewalk system shall be constructed.	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed.	Delete	
9.9, Pedestrian Overpasses: The erection of pedestrian overpasses or other devices to protect pedestrians from vehicular traffic shall be considered across N. Tamiami Trail, Fruitville Road, and N. Washington Boulevard, if feasible.	On-going	Outdated and in conflict with more recent transportation plans like the “Connecting the Downtown to the Bayfront” and the Fruitville Road Corridor Study.	Delete	
9.10, Other Pedestrian Facilities: Retrofitted or reconstructed streets shall include amenities such as shade trees and benches, wherever practical, and pedestrian safe designs, such as refuge medians where crossing distances exceed 60 feet, raised pavements to alert motorists to pedestrian crossings, and sidewalk bulbouts where there is on-street parking.	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed. Addressed in other action strategies and with the EDCM design standards for context.	Delete	
9.11, Access Management and Circulation: The City will continue to review requests for development approval for transportation circulation, including, but not necessarily limited to, ingress and egress to and from adjacent roadways for automobiles, trucks and delivery vehicles, pedestrians, mass transit, and bicycles.	On-going	The Transportation Concurrency Exception Areas no longer exist. Objective 9 and subsequent action strategies will be removed. Addressed in other action strategies and with the EDCM design standards for context.	Delete	
Objective 10 - Downtown Master Plan Study Area: The City will undertake transportation related activities as established in the adopted Downtown Master Plan 2020. The City will improve mobility and streetscapes in order to create a more walkable environment in the downtown core. Pedestrian corridors shall link the Downtown Proper with its surrounding “walk-to-town” neighborhoods so that a pleasant walking environment is achieved. Streetscapes within commercial areas shall be designed and developed to enhance pedestrian activity.	On-going	The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Revise	The City shall support the implementation of transportation elements within the Downtown Master Plan to enhance accessibility, improve multimodal mobility, and promote a safe and walkable downtown environment that contributes to economic vitality.
Action Strategies				

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
10.1, Improve Walkability of Streets: The City shall improve its streets in order to encourage pedestrian activity. Where pedestrian activity would be encouraged without significant adverse effect on public safety, such improvements may include, but would not necessarily be limited to, development of “sleeves”, straightening of medians, realignment of streets, realignment of street curbs at intersections, establishing parallel or angled parking, extending sidewalks to accommodate trees or tree planters, improving crosswalks, reducing the number or width of automobile travel lanes, or improving pedestrian ramps.	On-going	Refers to outdated terminology and many of the design aspects are covered in the context-based EDCM. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.2, “Downtown and Environs - A” Streets: The Engineering Design Criteria Manual identifies certain streets within the downtown area as “Downtown and Environs-A” or “DEA-A” streets. “DEA-A” streets are intended to be more pedestrian-oriented than other streets and are designed to enhance the pedestrian experience consistent with Engineering Design Criteria Manual (EDCM) recommendations. Development along “DEA-A” streets and development at the intersections of “DEA-A” streets with other streets shall be required to construct more appropriate pedestrian facilities for the public in order to provide a higher level of pedestrian appeal than development on other streets. Primary vehicular access is discouraged along “DEA-A” streets. However, when no other access is available, direct vehicular access to properties located on “DEA-A” streets shall not be prohibited. The City may join the efforts of private development to improve the “walkability” of “DEA-A” streets. Efforts to improve the “walkability” of these streets may include, but shall not necessarily be limited to, redesign, installation of streetscape improvements, and revisions to land development regulations intended to promote the pedestrian experience. (See Illustration T-18)	On-going	Refers to outdated terminology and has been replaced with the EDCM. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.3, Pedestrian Intersections: The City will implement a comprehensive design strategy for making high-volume roadways safer for pedestrians to cross. These intersections may employ clearly striped crosswalks, use of different paving materials, and reduced distance between curb corners to reduce pedestrian crossing distance. (See Illustration T-19 for locations.)	On-going	Refers to outdated terminology and has been replaced with the EDCM. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
10.4, Downtown Parking Garages: The City will initiate the development of parking garages within Downtown Proper through implementation of the Downtown Parking Master Plan. Spaces in the parking garages will be made available to individuals, companies, or others upon terms determined by the City Commission as an incentive to achieve the themes of "New Urbanism" reflected by the Downtown Master Plan 2020.	On-going	Refers to outdated materials, and most of which have already been evaluated or enacted. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.5, Downtown Bus Routes: The City will coordinate with Sarasota County Area Transit to maintain existing bus routes and plan future routes that continue to serve downtown businesses and residential neighborhoods.	On-going	Breeze Transit	Revise	Downtown Bus Routes: The City shall~~will~~ coordinate with Sarasota County Breeze~~Area~~ Transit to maintain existing bus routes and plan future routes that continue to serve downtown businesses and residential neighborhoods.
10.6, Downtown Public Transit Circulator: The City will coordinate with Sarasota County to create a public transit system or a trolley with appropriate headways serving the downtown. Alternatively, the City may create a City-managed transit system to maximize the number of people using this service.	On-going	The Bay Runner Trolley has been implemented.	Delete	
10.7, Bicycle Trails: The City will continue to develop a system of trails that are dedicated for bicycles, yet separated from automobiles. Bicycle trails shall ultimately be located, in part, along the entire Sarasota Bay waterfront and within Payne Park.	On-going	The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.8, Bicycle Lanes: The City will continue to develop a system of bicycle lanes that are located within the right-of-way, adjacent to automobile lanes, and striped and signed. These lanes may be marked bicycle lanes or wide curb lanes.	On-going	The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.9, Bicycle Routes: The City will continue to develop a system of bicycle routes that share the pavement with automobiles in locations where vehicles are constrained to move slowly enough to ensure the safety of bicyclists.	On-going	This has been enacted through the EDCM. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.10, On-Site Parking: The City will encourage new development or redevelopment to provide on-site surface or garage parking that is consistent with the Downtown Parking Master Plan, the Engineering Design Criteria Manual and the Sarasota City Plan and its implementing Zoning Code	On-going	This has been integrated in the revised Objective 8 for parking. The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.	Delete	
10.11, Relationships Between Plans: In instances of inconsistencies between the Downtown Master Plan 2020 and the Sarasota City Plan, the Sarasota City Plan, will prevail. Anything to the contrary not withstanding, the Sarasota City Plan does not incorporate the Downtown Master Plan 2020 into the adopted comprehensive plan.	On-going	This language is redundant and is referenced in 4.11 of the Future Land Use Chapter.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
NEW		The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.		Transportation Support for the Downtown Master Plan: The City shall coordinate with planning and development efforts associated with the Downtown Master Plan to implement transportation-related projects and policies that improve mobility, connectivity, and streetscape design within the downtown area to improve access to businesses and residential neighborhoods.
NEW		The Downtown Master Plan Update is currently underway. This objective and subsequent action strategies have been aligned to support the outcome of the update.		Downtown Multimodal Improvements: The City shall identify and implement projects that improve multimodal accessibility downtown, including enhanced pedestrian and bicycle facilities, transit stop connections, and wayfinding between parking areas, businesses, and major destinations, consistent with the Downtown Master Plan and Transportation Master Plan.
Objective 11 - Newtown Transportation Concurrency Management Area (TCMA): The City adopts a Transportation Concurrency Management Area (TCMA) for the Newtown Community Redevelopment Area. (See Illustration T-11) This area will promote infill development and redevelopment through the planning and implementation of efficient transportation systems, and coordinate land use and transportation on an areawide basis using multimodal opportunities where appropriate.	On-going	Updates terminology.	Revise	Objective 11 - Newtown Transportation Area (See Illustration XX): ~~The City adopts a Transportation Concurrency Management Area (TCMA) for the Newtown Community Redevelopment Area. (See Illustration T-11)~~ This area shall~~will~~ promote infill development and redevelopment through the planning and implementation of efficient transportation systems, and coordinate land use and transportation on an areawide basis using multimodal opportunities where appropriate.
Action Strategies				
11.1, Infill and Redevelopment: Within the TCMA, the City will encourage infill and redevelopment which are supportive of mobility alternatives including walking, bicycling, transit and demand management strategies.	On-going	Updates terminology.	Revise	Infill and Redevelopment: Within the NTA~~TCMA~~, the City shall~~will~~ encourage infill and redevelopment which are supportive of mobility alternatives including walking, bicycling, transit, and demand management strategies.
11.2, Level of Service: The City shall maintain an area-wide level of service D within the Newtown TCMA. The maximum area wide service volume at LOS D is 19,326 vehicles per hour.	On-going	Volume-to-Capacity has been evaluated for thoroughfares citywide.	Delete	
11.3, Development Orders: The City shall require that the TCMA maintain an area-wide Level of Service. Maintenance of this area-wide LOS shall be a basis for the issuance of development approvals and permits within the TCMA.	On-going	Multi Modal Transportation Impact Fees supersedes this	Delete	
11.4, Transit-Oriented Land Uses: The City will develop transit-oriented land uses and higher density residential areas along major corridors served by transit lines. The City will consider creation of a Transit Oriented Development Overlay District to encourage such development within the TCMA.	On-going	Identifies more flexible language and reference to an updated Redevelopment Plan and related terms.	Revise	Transit-Oriented Land Uses: The City shall encourage~~will develop~~ transit-oriented ~~land uses and higher density residential areas~~development along ~~major~~ corridors ~~s served by transit lines~~to further advance the implementation of the Newtown Redevelopment Plan.~~. The City will consider~~

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
				~~creation of a Transit Oriented Development Overlay District to encourage such development within the TCMA.~~
11.5, Annual Traffic Counts: The TCMA capacities shall be checked and updated based on annual traffic counts on all applicable links as well as level of service and capacity analysis. This analysis will be utilized in developing comprehensive multimodal projects and transportation demand management strategies to address mobility in Newtown as well as the Capital Improvement Plan.	On-going	The TCMA is being transitioned to the Newtown Transportation Area. Deletion aligns with previous action strategies where annual data collection not required in Comp Plan policy document, but rather more appropriately in CIPS documents and transportation initiative plans.	Delete	
11.6, Capital Improvements Program: Every year the City shall establish and update a Capital Improvements Program (CIP) for the TCMA which identifies needed improvements within the TCMA.	On-going	Revised language to provide more updated terminology.	Revise	NTA Capital Improvements Program: Every year the City should~~all establish and~~ update the~~a~~ Capital Improvements Program (CIP) ~~for the TCMA~~ which identifies needed improvements within the NTA~~TCMA~~.
11.7, Parking: The City shall examine parking in order to determine the following: 1. The necessity for park and ride locations or development in coordination with transit. 2. Future on-site parking requirements. 3. The need for the enhancement of on-street or off-street parking facilities. 4. Employer-sponsored transportation demand management programs.	On-going		Retain	
11.8, Monitoring: The City shall, within twelve months of TCMA adoption, utilize concurrency management system software to monitor the roadway capacities and level of service within the TCMA.	On-going	The TCMA is being transitioned to the Newtown Transportation Area.	Delete	
11.9, Increase Density and Mixed-use: Prior to December 31, 2012, the City shall examine the possibility of increasing the density of residential development in the Newtown Community Redevelopment Area. In addition, examination of other higher density and mixed-use residential areas will be undertaken in an effort to consider densities that meet thresholds for higher levels of transit service.	On-going	This has been addressed by the Newtown Redevelopment Plan.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
11.10, SCAT Coordination: The City shall continue to coordinate with Sarasota County Area Transit to ensure that transit service within the TCMA maximizes mobility and reflects routes which serve to facilitate movement through as well as within the Newtown Community Redevelopment Area with a particular emphasis on routes that service the area as a destination.	On-going	Revise SCAT to Breeze and update to NTA.	Revise	~~SCAT Coordination: The City shall continue to coordinate with S~~Breeze Transit Coordination: The City shall continue~~arasota County Area Transit~~ to ensure that transit service~~s~~ within the NTA~~TCMA~~ maximizes mobility and reflects routes which serve to facilitate movement through as well as within~~ the~~ NTA~~ewtown Community Redevelopment Area~~ with a particular emphasis on routes that service the area as a destination.
11.11, Maintenance of Transportation Concurrency: The City Neighborhood and Development Services Department will maintain and track transportation concurrency within the established TCMA.	On-going	This refers to outdated terminology.	Delete	
11.12, Impact Fees: Prior to January 1, 2012, the City shall examine the creation of development impact fees for developments that propose to utilize more than the remaining capacity on both the traffic analysis zones (TAZ) and TCMA levels. Such fees will be used to support the planning, design and construction of multimodal opportunities and will be closely tied to the state Proportionate Fair Share Ordinance.	On-going	Multi Modal Transportation Impact Fees (MMTIF) was created. This action strategy can be deleted.	Delete	
11.13, Transit Level of Service: Within the TCMA, the City shall encourage Sarasota County Area Transit to operate all routes within the TCMA at 30-minute headways or better by December 31, 2012. SCAT will also be requested to continue the evening and Sunday services now offered within the TCMA boundaries.	On-going	Revise SCAT to Breeze and update to NTA.	Revise	Transit Level of Service: Within the NTA~~TCMA~~, the City shall encourage Breeze~~Sarasota County Area~~ Transit to operate all routes within the NTA at 30-min~~ the TCMA at 30-min~~ute headways or bett~~er~~~~ter by December 31, 2012~~. Breeze Transit~~SCAT~~ shall~~will~~ also be requested to continue the evening and Sunday services now offered within the NTA~~TCMA~~ boundaries.
11.14, Multimodal Connectivity: The City shall examine the connection of major traffic generators, transit stops and areas of density with an interconnected system of sidewalks, bicycle paths routes, lanes and multi-use trails and shall make improvements, where feasible, that support viable, multiple alternative travel paths or modes.	On-going		Retain	
11.15, Neighborhood Protection: The City shall resist further fragmentation of the Newtown neighborhood by preserving the street network except in cases where there is proof of conclusive local and regional need.	On-going		Retain	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
11.16, Historic Preservation: The City shall strive to preserve the historic character and qualities of the Newtown Area.	On-going		Retain	
Objective 12 - Downtown Mobility Study Area: The City shall encourage the implementation of the Downtown Mobility Study recommendations, where feasible, and continue to explore and implement creative multimodal methods to prevent congestion consistent with the Downtown Mobility Study recommendations. See Illustration T-20.	On-going	Sarasota in Motion supersedes this.	Delete	

Component	Evaluation	Comment	Suggested Revision	Proposed Revision

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
Transportation Map Series Illustrations				
T-1, Thoroughfare Plan	On-going	New classified roads: Boulevard of the Arts from US 41 to Orange Ave School Ave from Hatton St to Ringling Blvd Shade Ave from Bahia Vista to Fruitville Road	Revise	The revision appears in the draft of the chapter.
T-2, Thoroughfare Plan Designations (table)	On-going	New classified roads: Boulevard of the Arts from US 41 to Orange Ave School Ave from Hatton St to Ringling Blvd Shade Ave from Bahia Vista to Fruitville Road	Revise	The revision appears in the draft of the chapter.
T-3, 2020 Proposed Number of Lanes on Thoroughfares	On-going	New classified roads: Boulevard of the Arts from US 41 to Orange Ave School Ave from Hatton St to Ringling Blvd Shade Ave from Bahia Vista to Fruitville Road Proposed: 10th St 12th St 17th St	Revise	The revision appears in the draft of the chapter.
T-4, Jurisdictional Responsibilities for Thoroughfares and Railroad Lines	On-going	New classified roads: Boulevard of the Arts from US 41 to Orange Ave School Ave from Hatton St to Ringling Blvd Shade Ave from Bahia Vista to Fruitville Road Add Railroad Crossing	Revise	The revision appears in the draft of the chapter.
T-5, 2006 Public Parking Facilities with 100 or More Spaces	On-going	New garages and lots Rename to “City Owned Public Parking Facilities”	Revise	The revision appears in the draft of the chapter.
T-6, Hurricane Evacuation Zones	On-going	Updated zones	Revise	The revision appears in the draft of the chapter.
T-6.a, Hurricane Evacuation Routes and Shelters	On-going	Updated zones	Revise	The revision appears in the draft of the chapter.
T-7, Bicycle/Recreational Routes	On-going	Replace with Multimodal Connections Plan	Revise	The revision appears in the draft of the chapter.
T-8, 2006 Aviation Facilities	On-going	Recreate, Add Master Plan	Revise	The revision appears in the draft of the chapter.
T-9, 2011 Proposed SCAT Bus Routes	On-going	Update, Breeze	Revise	The revision appears in the draft of the chapter.
T-10, Transportation Concurrency Exception Area / Multi-Modal Area	On-going	Remove	Delete	These areas no longer exist.
T-11, Newtown Transportation Concurrency Management Area	On-going	Update; Newtown Transportation Area	Revise	The revision appears in the draft of the chapter.

Component	Evaluation	Comment	Suggested Revision	Proposed Revision
T-12, 2015 Operating Level-of-Service for Thoroughfares	On-going	V/C Ratio	Revise	The revision appears in the draft of the chapter.
T-13, Adopted Level-of-Service Standards for Thoroughfares	On-going	V/C Ratio	Revise	The revision appears in the draft of the chapter.
T-14, 2020 Forecast Operating Level-of-Service for Thoroughfares	On-going	V/C Ratio	Revise	The revision appears in the draft of the chapter.
T-15, Transit Corridors	On-going	Update, Breeze	Revise	The revision appears in the draft of the chapter.
T-16 Shared Streets		EDCM has the parameters, pg. 71		
T-16 Yield Streets		EDCM has the parameters, pg. 70		
T-17Trail Oriented Development (Parcels)				
T-18 Light Rail Hubs/Activity Centers				
T-19 Water Transit Docks		3 locations		
Appendices				
Appendix 1, Technical Memorandum, City of Sarasota Comprehensive Plan Update Transportation Element	On-going	Final Report in 2026	Choose an item.	
Appendix 2, Evaluation and Appraisal Report Recommendations Index	On-going	Update in 2026	Choose an item.	
Appendix 3, Sarasota's Strategic Goals	Complete	These are outdated and being removed from the chapter.	Choose an item.	
Appendix 4, City of Sarasota Transportation Concurrency Exception Area Status Report	On-going	Propose removal	Choose an item.	
Appendix 5, Newtown Transportation Concurrency Management Area	On-going	Newtown CRA	Choose an item.	
Appendix 6, Glossary	On-going	Update in 2026	Choose an item.	
Appendix 7, Bibliography	On-going	Update in 2026	Choose an item.	

NEW

Goal	Objective	Action Strategies	Notes
		Transportation Asset Maintenance: The City shall prioritize the maintenance and modernization of existing transportation infrastructure to ensure safety, reliability, and efficiency across all modes. Maintenance programs should emphasize preservation of current assets to extend service life and reduce long-term costs.	
		Multimodal Enhancements and System Balance: The City shall integrate multimodal improvements into maintenance and modernization projects to create a balanced transportation system. Emphasis shall be placed on reinvestment in existing corridors rather than the construction of new roadways.	
		Multimodal Capital Funding Alignment: The City shall prioritize capital improvement projects eligible for Multi Modal Transportation Impact Fees (MMTIF) funding that expand multimodal capacity and improve safety, accessibility, and system performance.	
		MMTIF Implementation and Funding Coordination: The City shall coordinate the use of Multi Modal Transportation Impact Fees (MMTIF) revenues to implement the goals, objectives, and performance metrics established in the Transportation Master Plan. MMTIF revenues collected within City limits may be used for qualifying projects throughout the City, consistent with adopted plans and programs outlined in the MMTIF Report.	
		Transportation Master Plan Implementation: The City shall coordinate the use of Multi Modal Transportation Impact Fees (MMTIF) revenues to implement the goals, objectives, and performance metrics established in the Transportation Master Plan.	
		Balanced Multimodal Investment: The City shall ensure that Multi Modal Transportation Impact Fees (MMTIF) revenues are invested in a balanced manner across the City, with priority given to areas that demonstrate transportation accessibility needs, redevelopment potential, or affordability objectives.	
		Affordable Housing Coordination: The City should seek opportunities to align and coordinate Multi Modal Transportation Impact Fees (MMTIF) policies with affordable housing programs to identify approaches that support balanced mobility and sustainable development outcomes.	
		Setbacks from Public Right-of-Way: The City shall require a 2-foot minimum setback from the public right-of-way in order to reduce a constrained public realm.	

		Land Acquisition for Future Transportation Needs: The City shall identify and acquire land for future transportation needs. Land can be used for additional right-of way as it relates to projects or to support the transportation system.	
		Narrow Right-of-Way Improvement: When the adjacent right-of-way is 30 feet or less in width, the developer shall be responsible for improving the right-of-way to meet the standards established in the EDCM.	
		Shared Streets: The City shall promote the implementation of Shared Streets in appropriate urban and neighborhood contexts to support multimodal transportation, enhance walkability, and foster vibrant public spaces. Shared Streets shall be designed to safely accommodate all users including pedestrians, bicyclists, transit riders, and vehicles while prioritizing the comfort and safety of the most vulnerable users.	Map with potential shared streets
		Transportation Systems Management and Operations (TSM&O): The City shall implement Transportation Systems Management and Operations (TSM&O) strategies to enhance safety, improve multimodal system efficiency, and reduce congestion without expanding roadway capacity.	
		Trail Oriented Development: The City shall encourage development and redevelopment adjacent to multi-use trails to provide safe and direct connections, support mixed-use and pedestrian-friendly design, and enhance access to schools, parks, essential services, and transit facilities. Development proposals adjacent to existing or planned trails shall integrate trail access into site design and provide connections to new and future trails identified in the City's Capital Improvement Program (CIP) and ~~Multimodal Connections Plan~~Multimodal Connections Plan, in order to strengthen the overall pedestrian and bicycle network.	
		~~Multimodal Connections Plan~~Multimodal Connections Plan: The City shall implement and regularly update the Multi-Modal Connections Plan to identify and prioritize projects that improve connections between neighborhoods, schools, parks, essential services, business districts, and transit facilities. The Plan shall guide future capital investments and coordinate with the EDCM to ensure context-sensitive design solutions.	
		Air Mobility: The City shall consider evaluating locations and updating the Zoning Code to support Advanced Air Mobility and provide support for next-generation transport.	
		Water Transit Infrastructure: The City shall identify, preserve, and develop infrastructure to support water-based transit services, including docks, terminals, and multimodal connections, to expand mobility options and reduce roadway congestion.	

		Level of Stress for Bicycle and Pedestrian: The City shall explore the level of stress for bicycle and pedestrian as part of a future plan.	
		Thoroughfare Plan: The City shall coordinate with the State to update the Thoroughfare Plan to ensure consistency with local, regional, and state transportation priorities.	
		Hurricane Evacuation Coordination: The City shall coordinate with state, regional, and local agencies to ensure transportation plans and programs support efficient hurricane evacuation operations. Evacuation routes and procedures shall be reviewed in coordination with the Sarasota/Manatee Metropolitan Planning Organization (MPO), Sarasota County Emergency Management, and the Florida Department of Transportation (FDOT) to maintain safe and timely evacuation for all residents during major storm events.	
		Vulnerable Transportation Asset Prioritization: The City shall collaborate with state, regional, and local partners to identify and prioritize transportation assets that are most vulnerable to coastal flooding, storm surge, and other severe weather impacts. Identified assets shall be incorporated into future transportation planning and funding programs to guide maintenance, retrofitting, and recovery efforts.	
		Resilient Infrastructure Design: The City shall ensure that new and reconstructed transportation facilities located near coastal areas are designed and constructed using the EDCM and best practices for resiliency and climate adaptation. This includes incorporating elevation, drainage, and material standards that reduce vulnerability and enhance long-term performance during heavy weather events.	
		Context Classification Update: The City shall regularly review and update the Context Classifications within the Engineering Design Criteria Manual (EDCM) to reflect changes in existing and future land use. As new development is approved in areas with unimproved right-of-way, the Context Classification Map shall be updated simultaneously with site approval. If updates result in a major modification, the Comprehensive Plan shall also be amended to ensure consistency across planning documents.	
		Sidewalk Requirements in Development: All new development, including single-family residential, shall provide sidewalks to enhance neighborhood walkability and to improve access to essential services, schools, parks, and transit facilities.	
		Objective - Parking Management: The City shall develop, operate, and manage parking facilities, and shall explore and implement innovative parking management strategies that balance supply and demand, support economic vitality, and respond to both current and future mobility needs.	

		Paid Parking: The City shall expand paid parking zones throughout the city in order to manage parking demand, support turnover for businesses, and provide a sustainable revenue source for transportation and public realm improvements.	
		Curbside Management: The City shall manage curbside space to balance the needs of loading, deliveries, passenger pick-up and drop-off, transit, micromobility, and parking, in order to improve access, enhance customer experience, and support businesses.	
		Curbside Management Monitoring: The City shall monitor and evaluate curbside usage to maximize performance.	
		Rideshare Hubs: The City shall identify and establish designated rideshare hubs to reduce unnecessary traffic circulation, improve curbside efficiency, and enhance customer experience.	
		Wayfinding: The City shall implement a coordinated wayfinding system to direct drivers, pedestrians, cyclists, and transit users to parking facilities, activity centers, and multimodal connections, in order to improve access and reduce unnecessary circulation.	
		Smart Parking Technology: The City shall implement and enhance smart parking technologies, such as real-time availability systems, mobile payment options, and demand-based pricing tools, to enhance the customer experience, improve convenience, and support effective parking management.	
		Multi Modal Transportation Impact Feess: The City shall require new growth and development to be accompanied by and supported by adequate multimodal transportation facilities in order to maintain an acceptable volume-to-capacity (~~V/C~~V/C) ratio. The fees and rates for these impact fees are assessed using the Multimodal Fee Schedule.	
		Downtown Multimodal Improvements: The City shall identify and implement projects that improve multimodal accessibility downtown, including enhanced pedestrian and bicycle facilities, transit stop connections, and wayfinding between parking areas, businesses, and major destinations, consistent with the Downtown Master Plan and Transportation Master Plan.	
		Transportation Support for the Downtown Master Plan: The City shall coordinate with planning and development efforts associated with the Downtown Master Plan to implement transportation-related projects and policies that improve mobility, connectivity, and streetscape design within the downtown area to improve access to businesses and residential neighborhoods.	
		Yield Streets: The City should implement yield streets in low-volume, low-speed areas to support safe, multimodal travel and calm traffic. Yield streets may be applied on local streets, particularly near residential land uses, where narrower travel zones can improve safety and balance access for pedestrians,	

		bicyclists, and drivers, consistent with the standards set forth in the EDCM.	
		Transit Oriented Development: The City shall encourage development and redevelopment adjacent to existing and planned transit corridors to provide safe and direct access to transit facilities, support mixed-use and pedestrian-friendly design, and enhance connections to surrounding neighborhoods, employment centers, and essential services. Development proposals located along transit routes shall integrate transit access into site design and coordinate with the City's Transportation Master Plan and Sarasota County's Transit Development Plan (TDP) to strengthen multimodal connectivity across the transportation network.	
		Target Speed Application: Target speed and design speed shall be the same. A street shall encourage an actual operating speed at the target speed. Target speed shall be set in accordance with the EDCM.	
		New Mobility Policy Implementation: The City shall develop and adopt a new mobility policy to guide the permitting, regulation, and procurement of emerging transportation services and shared mobility systems, in a manner that supports the City's transportation values and mobility vision.	
		Technology Integration and Performance Monitoring: The City shall establish procedures to evaluate and integrate transportation technologies and services consistent with approved performance metrics, ensuring that new mobility options advance safety, accessibility, and sustainability goals.	
		Partnership and Enforcement Framework: The City shall create a framework to coordinate with private mobility providers and regional partners to ensure compliance with City policies, manage curbside and right-of-way use, and enforce operational standards for emerging transportation services and shared mobility systems.	
		Microtransit Services: The City shall explore and implement microtransit services to enhance first- and last-mile connectivity, improve access to key destinations, and complement existing multimodal network. Coordination with Sarasota County Breeze Transit and regional partners shall be pursued to ensure service integration and operational efficiency.	

Future Land Use Plan Update

Transportation Level of Service in Attachment 5, Concurrency Management System

Text revisions necessary to ensure internal consistency within the comprehensive plan.

Future Land Use Plan

Attachment 5, Concurrency Management System

LEVELS-OF-SERVICE

~~Transportation: The standards for roads shall be as follows, except as otherwise provided in the City's Transportation Concurrency Exception Area as described in the Transportation Plan of this Sarasota City Plan:~~

~~LOS D - on all roadways outside of the TCEA where the AADT (annual average daily traffic) of the roadway plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, is less than or equal to the LOS D service capacity of the roadway inclusive of any capacity projects fully funded within the adopted 5-year CIP.~~

~~LOS E - on all roadways within the TCEA where the AADT of the roadway plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, is less than or equal to the LOS E service capacity of the roadway inclusive of any capacity projects fully funded within the adopted 5-year CIP.~~

~~Alternative LOS - For roadways where existing traffic volumes plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, exceed the nominal Level of Service standards identified above inclusive of any capacity projects fully funded within the adopted 5-year CIP, then the Level of Service standard for those roadways shall be the volume to capacity ratio of the roadway where:~~

- ~~Traffic volume is equal to the existing volume plus vested trips from previously approved development plus three (3) years of background traffic growth and;~~
- ~~Roadway capacity is the existing capacity plus the capacity of projects fully funded within the adopted 5-year CIP.~~

~~The term "previously approved development" as used in this Action Strategy shall mean any development that has a valid, unexpired site plan or building permit approval, but which has not been issued a certificate of occupancy.~~

~~The term "background traffic growth" as used in this Action Strategy will be calculated using a regression analysis of historical AADT counts for the subject roadway. If an accurate growth rate cannot be established for the subject roadway segment(s) due to lack of or erratic historical count data, then the overall citywide traffic growth rate shall be applied. In the event that the growth rate is less than zero (0), the applied growth rate shall be zero (0).~~

~~Multimodal Transportation System Impacts and Mitigation for Larger-Scale Projects with Significant Adverse Impacts to Adopted LOS Standards:~~

~~Development projects that exceed the applicable traffic impact study threshold and degrade the LOS on roadways that they significantly impact shall mitigate their impacts either through:~~

- ~~construction of an improvement(s) that restores the adopted LOS on those roadways made deficient by the development; or~~
- ~~construction of an improvement(s) that offsets the development's impact to roadways made deficient by the development (i.e. equal mitigation); or~~
- ~~financial contribution proportionate to the developer's impacts to one or more projects which in the opinion of the City Engineer substantially benefits the impact transportation network.~~

~~At least one of the following four options must be met except as otherwise provided for in the City Transportation Concurrency Exception Area of this Sarasota City Plan.~~

1. ~~At the time a development order or permit is issued, the necessary facilities and services are in place or under construction within 3 years after approval of a building permit or functional equivalent that results in traffic generation; or~~

2. ~~A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a building permit or its functional equivalent as provided in the in the City's adopted Schedule of Level-of-Service Projects Excerpted from the Capital Improvements Program. Those projects may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five-year work program. The Capital Improvements Plan must include:~~

   a. ~~The estimated date of commencement of actual construction and estimated date of project completion.~~

   b. ~~A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or mass transit facility or service which is needed to~~

maintain the adopted level of service standard and which is listed in the five-year schedule of capital improvements; or

3. At the time a development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a building permit or its functional equivalent;

4. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a building permit or its functional equivalent; or

5. At the time a development order to permit is issued, the City and developer(s) has entered into a binding proportionate fair-share or proportionate-share agreement consistent with Section 163.3180, Florida Statutes.

Urban Redevelopment Projects and Vested Trips

For the purpose of issuing a development order or permit, a proposed urban redevelopment project shall not be subject to the concurrency requirements for up to 110 percent of the transportation impact generated by the previously existing development.

De Minimis

For the purpose of issuing a development permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements of Rule 9J-5.0055(3)(c)1.-4., only if the following conditions are met:

1. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential uses, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where construction of a single family house

~~would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and~~

~~2. The transportation impact of the proposed development alone does not exceed one (1) percent of the maximum service volume at the adopted level of service standard for the peak hour or the affected transportation facility; and~~

~~3. The cumulative total transportation impact from the de minimis exemptions, from the date of adoption of the Sarasota City Plan, does not exceed three percent of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet the minimum level of service standard.~~

~~Mass Transit: The standard for transit shall be consistent with Sarasota County's adopted level of service for Sarasota County Area Transit system (SCAT) which is to improve transit service, as measured by vehicle revenue hours, from levels in effect in January 2005.~~

Transportation: The Transportation System Performance Action Strategies are implemented using the context-based performance targets and solution sets identified in Table T-1, Context-Based V/C Performance Targets and Implementation Strategies in the Transportation Plan. The table provides planning-level performance expectations by Sarasota context classification and identifies appropriate multimodal, operational, safety, and demand management strategies. When corridors approach or exceed the planning-level V/C targets identified in Table T-1, the corresponding Action Strategies located under Objective 1 of the Transportation Plan shall be used to guide evaluation, prioritization, and implementation of improvements.

Table T-1 from the Transportation Plan is below. This table operationalizes the Transportation System Performance Action Strategies by defining context-based performance targets, attributed LOS, and appropriate solution types for City-owned streets.

Sarasota Context Classification	**Description (per EDCM)**	**Planning V/C Target**	**Maximum Allowable V/C**	**Primary Performance Solutions (Within Existing ROW unless noted)**
Downtown Core (C5 Urban Center)	Highest-density mixed-use core; critical transportation network; highly constrained ROW	0.85–0.95	1.00	Transit priority, curbside management, pedestrian priority zones, micromobility facilities, signal

				optimization, speed management, and TDM.
Urban Village (C5 Urban Center)	Compact mixeduse nodes outside Downtown; walkablecommercial streets	0.80–0.90	0.95	Enhanced transit stops, protected bicycle facilities, access management, pedestrian crossings, traffic calming, curb management, and TDM.
Urban General Commercial / Mixed Use (C4)	Urban grid; commercial frontage; connector streets	0.75–0.85	0.90	Protected bikeways, signal coordination, intersection safety improvements, pedestrian upgrades, driveway consolidation.
Urban General Residential (C4)	Gridded residential neighborhoods	0.75–0.85	0.90	Traffic calming, sidewalk connectivity, safe crossings, neighborhood bikeways, speed management.
Suburban Commercial & Industrial (C3C)	Large lots; employment and industrial uses	0.70–0.80	0.85	Intersection operational improvements, transit access upgrades, pedestrian safety improvements, freight accommodations within existing lanes.
Suburban Residential (C3R)	Low-density residential; disconnected networks	0.70–0.80	0.85	Neighborhood traffic calming, sidewalk infill, bicycle connectivity, safe routes to schools and parks.

Special District	Unique conditions such as waterfronts, barrier islands, campuses, environmental constraints	Context-specific	Context-specific	Multimodal access, environmental protection, seasonal demand management, evacuation coordination, safety-focused design.

Note: Because the City of Sarasota is almost built out, roadway widening and the addition of general-purpose lanes are not feasible. Transportation system performance shall be managed through multimodal, operational, safety, and transportation demand management strategies implemented within existing public right-of-way. Developers may voluntarily implement complementary improvements within private property, where feasible, to support site access, internal circulation, multimodal connectivity, or demand management. Such voluntary improvements are separate from the City's adopted multimodal impact fee unless otherwise addressed through an approved fee credit agreement.

Mass Transit: The City shall, in conjunction with Sarasota County, support Breeze Transit in continuing to provide bus service at a level that meets the City of Sarasota's needs.

Within the Newtown Transportation Area (NTA), the City shall encourage Breeze Transit to operate all routes within the NTA at 30-minute headways or better. Breeze Transit shall also be requested to continue the evening and Sunday services within the NTA boundaries.

Capital Improvements Plan Update

Transportation Level of Service in Action Strategy 1.5

Text revisions necessary to ensure internal consistency within the comprehensive plan.

Capital Improvements Plan

Action Strategy 1.5 Levels-of-Service: The level-of-service standards for public facilities within the City shall be as shown below. These Action Strategies, are excerpted from other Chapters of the Sarasota City Plan and listed here.

~~Transportation Level-of-Service (LOS) Standards: The level-of-service standards for roads, except as provided for in the Transportation Concurrency Exception Area, shall be as follows:~~

~~LOS D - on all roadways outside of the TCEA where the AADT (annual average daily traffic) of the roadway plus the number of projected trips from vested, previously approved development, plus three (3) years of background traffic growth, is less than or equal to the LOS D service capacity of the roadway inclusive of any capacity projects fully funded within the adopted 5-year CIP.~~

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Note: Because the City of Sarasota is almost built out, roadway widening and the addition of general-purpose lanes are not feasible. Transportation system performance shall be managed

through multimodal, operational, safety, and transportation demand management strategies implemented within existing public right-of-way. Developers may voluntarily implement complementary improvements within private property, where feasible, to support site access, internal circulation, multimodal connectivity, or demand management. Such voluntary improvements are separate from the City's adopted multimodal impact fee unless otherwise addressed through an approved fee credit agreement.

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Future Land Use Support Document Update

Population Projections

Text revisions necessary to ensure internal consistency within the comprehensive plan.

The Future Land Use Chapter

Sarasota City Plan

and

Support Document

Page numbers to be updated at final publication

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Document displays excerpted text from the Support Document showing only pages with revisions.

The Future Land Use Support Document

The inventory and analysis in the Support Document provide the foundation for the Plan portion of this Chapter.

The Support Document is not adopted.

INVENTORY AND ANALYSIS

Overview

This Future Land Use Chapter considers the physical and spatial needs of a City that is over 100 years of age and which is the home of approximately ~~57,005~~58,279 year-round inhabitants as of April 1, ~~2023~~2025. The resident + seasonal population is approximately ~~68,530~~70,051. The City contains a total of 15,373.32 acres of which 5,710.58 comprise Sarasota Bay. Of the 9,384.07 land acres, all but 473.53 are currently developed. Therefore, approximately 94.95% of City land is developed and only 5.05% is vacant. The City is bounded by unincorporated Sarasota County to the south and east, unincorporated Manatee County to the north, and the Town of Longboat Key and the Gulf of Mexico to the west.

The Inventory and Analysis section is organized as follows:

- Inventory and Analysis Reference Guide;
- Populations Estimates and Projections;
- Existing Land Use Map Series;
- Future Land Use Classifications;
- Zoning Enclaves; and
- Design and Compatibility Guidelines.

Appendices to this Support Document are:

- ~~Sarasota's Defining Principles Index;~~
- Bibliography;
- Developable Land Uses within the Metropolitan/Regional Land Use Classification at the Sarasota-Bradenton International Airport; and
- City of Sarasota Population Projections.

Population Estimates and Projections

Subsection 163.3177(5)(a), Florida Statutes, requires the comprehensive plan to include population projections used in the development of the *Sarasota City Plan* include two planning periods. The first planning period is to cover at least the first ten years after adoption and the second planning period to cover at least a twenty-year period.

The University of Florida's Bureau of Economic and Business Research (BEBR) provides population projections at the state and county levels but does not provide population projections for municipal governments. Therefore, the City has prepared its own population projections using the cohort component methodology. This methodology projects a future population by considering three components of population change (births, deaths, and migration) and projecting age groups, or cohorts, in five-year intervals. The methodology used in projecting the population is included in Appendix 4.

Illustration LU-10 Table of Population Estimates and Projections

~~Projected Population~~	~~2023~~	~~2025~~	~~2030~~	~~2035~~	~~2040~~	~~2045~~
~~Resident~~	~~57,005~~	~~58,424~~	~~62,262~~	~~66,087~~	~~70,003~~	~~73,849~~
~~Seasonal~~	~~11,525~~	~~11,801~~	~~12,576~~	~~13,349~~	~~14,140~~	~~14,917~~
~~Resident + Seasonal~~	~~68,530~~	~~70,225~~	~~74,838~~	~~79,436~~	~~84,143~~	~~88,766~~

~~Source: City of Sarasota Planning Department, January 2024. Resident population for 2023 is an estimate from the Bureau of Economic and Business Research, University of Florida.~~

Projected Population	2025*	2030	2035	2040	2045	2050	2055
Resident	58,279	62,262	66,087	70,003	73,849	77,613	81,422
Seasonal	11,772	12,576	13,349	14,140	14,917	15,677	16,447
Resident + Seasonal	70,051	74,838	79,436	84,143	88,766	93,290	97,869

Source: City of Sarasota Planning Department, January 2026.
*Resident population for 2025 is the April 1, 2025, estimate from the Bureau of Economic and Business Research, University of Florida.

Existing (~~2023~~2025) Resident Population:

The existing (~~2023~~2025) resident population estimate was ~~57,005~~58,279 on April 1, ~~2023~~ 2025 as reported in the Official Population Estimate (Permanent Residents) from the Bureau of Economic and Business Research at the University of Florida.

Existing (~~2023~~2025) Seasonal Population:

The City's most current data available for calculating its existing (~~2023~~2025) seasonal population comes from a 1994 study by the Breen Consortium entitled: ~~-~~City of Sarasota Florida: ~~-~~An Analysis of the Impact of Metropolitan Central City Status on Economic and Social Environment. In this study, and using 1991-1992 data, Breen estimated the 1992 seasonal population to be 10,321. In an April 1, 1992, memorandum to the Sarasota County Department of Planning, BEBR estimated the City's resident population to be 51,058. Therefore, Breen's seasonal estimated population (which included their categories of seasonal residents and tourists) of 10,321 was 20.2% of the BEBR 1992 resident estimate of 51,058. (Note: This resulted in a 1992 resident + seasonal total population estimate of 61,379; i.e., 51,058 plus 10,321.) The City considers this seasonal population estimate ratio of 20.2% to still be reasonably accurate in estimating and projecting population.

Assuming this same ratio of 20.2% is held constant for ~~2023~~2025, then the ~~2023~~ 2025 seasonal population was ~~11,525~~ 11,772 (i.e., ~~57,005~~58,279 resident population for ~~2023~~ 2025 x 20.2% = ~~11,525~~11,772). The total resident + seasonal estimated population for ~~2023~~ 2025 was ~~68,530~~70,051 (i.e., ~~57,005~~58,279 + ~~11,525~~ 11,772 = ~~68,530~~70,051).

Projected 2025 through ~~2045~~ 2055 Planning Period Resident Population Projections:

As displayed in Illustration LU-10, the City projects that the resident population may increase to 62,262 persons in 2030, 66,087 persons in 2035 ~~and~~, 70,003 persons in 2040, 73,849 persons in 2045, 77,613 persons in 2050, and 81,422 persons in 2055. This projected increase in resident population represents an annual growth rate of approximately 1.31% between ~~2023~~ 2025 and ~~2035~~ 2030 and slightly lower growth rates from ~~2035~~ 2030 to ~~2040~~ 2035 (~~1.2~~1.23%), 2035 to 2040 (1.19%), 2040 to 2045 (1.10%), 2045 to 2050 (1.02%) and from ~~2040~~ 2050 to ~~2045~~ 2055 (~~1.1~~0.98%). Overall, the City's ~~2045~~ 2055 resident population is projected to increase by approximately ~~34.66~~48.5% above the 2020 US Census level when the population was 54,842 persons.

Projected ~~2025~~ 2030 through ~~2045~~ 2055 Seasonal Population Projections:

Using the same 20.2% value used in estimating the ~~2023~~ 2025 seasonal population (i.e., seasonal is 20.2% of resident population), the ~~2025~~ 2030 through ~~2045~~ 2055 seasonal projections range from ~~11,801~~12,576 to ~~14,917~~16,447 persons ~~(i.e., 20.2% of the projected resident population)~~.

The total resident + seasonal populations projected for ~~2025~~ 2030 through ~~2045~~ 2055 indicate that this population may increase from ~~68,530~~70,051 in ~~2023~~ 2025 to ~~88,766~~97,869 in ~~2045~~ 2055 as displayed in Illustration LU-10.

Projected Land Use Needs

A projection of land use needs can based upon a number of factors, which may include needs based upon the projected population, economic development plans, or general growth policies of a local government. This analysis examines the City's projected population through ~~2045~~ 2055 for both residential and seasonal populations in order to determine if the Future Land Use Map provides a sufficient distribution of land uses.

The following data for the number of housing units and persons per household are from the United States Census Bureau.

Total Residential Dwelling Units	~~31,366~~32,324
Occupied Dwelling Units	~~25,147~~25,751
• Owner occupied	~~13,878~~14,799
• Renter occupied	~~11,269~~10,952
Vacant Dwelling Units	~~6,219~~6,573
• Seasonal, recreational, occasional use	~~3,152~~4,676
• For rent	~~1,450~~306
• Rented, not occupied	~~133~~218
• For sale only	~~460~~242
• Sold, not occupied	~~163~~84
• Other vacant	~~906~~1,047
~~Persons per~~Average household size	2.~~06~~05

Sources: ~~2020 Decennial US Census and 2018-2022~~2020-2024 American Community Survey, United States Census Bureau.

~~Between 2021 and 2023, the net total of housing units increased by 508 units. Therefore, an updated number of total existing dwelling units within the city was 31,874 as of December 2023. In addition, permits for an additional 271 units were either active or pending in January 2024.~~

In 2020, the resident population was 54,842 and the estimated seasonal population was 11,078 persons. Therefore, the resident persons per occupied dwelling unit was 2.18 (54,842 persons / 25,147 occupied dwelling units) and the seasonal residents per dwelling unit was 3.52 (11,078 persons / 3,152 seasonal dwelling units). Although the number of seasonal residents per dwelling unit number of 3.52 may be overstated, it is a historically valid number that correlates to the seasonal population estimate and number of seasonal housing units reported in the US Census[1]. Based upon these figures, the City has the following projected number of dwelling units needed in the future:

[1] Seasonal residents may reside in seasonal dwelling units as well as hotels, motels, resident dwelling units, and vacant units. The US Census does not seek to determine the temporary residences of all seasonal residents.

Illustration LU-15 Number of Dwelling Units Needed to Serve the Projected Population, ~~2025~~ 2030 to ~~2045~~2055

Year	2030	2035	2040	2045	2050	2055
Projected Resident Population	62,262	66,087	70,003	73,849	77,613	81,422
Resident Dwelling Units	~~28,550~~2 8,561	~~30,304~~3 0,315	~~32,100~~3 2,112	~~33,863~~3 3,876	35,602	37,350
Seasonal Projected Population	12,576~~1 1,801~~	13,349~~1 2,576~~	14,140~~1 3,349~~	14,917~~1 4,140~~	15,677	16,447
Seasonal Dwelling Units	~~3,358~~3,5 73	~~3,578~~3,7 92	~~3,798~~4,0 17	~~4,023~~4,2 38	4,454	4,672
Total Dwelling Units Needed	32,134~~3 1,914~~	34,107~~3 3,889~~	36,129~~3 5,905~~	38,114~~3 7,894~~	40,056	42,022

Source: City of Sarasota Planning Department, ~~February~~ January ~~2024~~2026.

A review of the acreage and maximum densities permitted by the Future Land Use Map indicates that at least 84,735 dwelling units could be constructed in the residential and mixed-use areas within the city if all of the land was built to the maximum density allowed. Although this number is theoretical, it indicates that the Future Land Use Map provides sufficient land and densities to meet the residential needs of the projected population through ~~2045~~2055.

Analysis of the 2020 Existing Land Use Map indicates that the total area of habitable non-residential space was approximately 33,269,040 square feet on 2,206.7 acres. This equates to an average floor area ratio of 0.346 for the existing non-residential structures. Assuming that the growth of non-residential space increases in correlation with the increase in residential dwelling units, an additional ~~1,599,058.55~~1,953,052.68 square feet of non-residential floor area could be constructed by ~~2045~~2055.

Illustration LU-16 Projected Additional Non-Residential Square Footage Needs, ~~2020~~ 2025 to ~~2045~~2055

Years	Projected Increase in Non-Residential Square Footage
~~2020 to 2025~~	~~313,110.25~~
2025 to 2030	316,472.44
2030 to 2035	319,232.15
2035 to 2040	322,965.73
2040 to 2045	327,277.98
2045 to 2050	331,637.57
2050 to 2055	335,466.81
Total	1,953,052.68~~1,599,058.55~~

Source: City of Sarasota Planning Department, ~~February~~ January ~~2024~~2026.

The Future Land Use Map establishes the maximum amount of non-residential space that can be constructed within the City. At maximum buildout, there could theoretically be approximately 110,160,409 square feet of non-residential development. It is extremely unlikely that non-residential uses would ever reach this theoretical amount due to various limitations such as concurrency levels of service, vehicle parking requirements, and the limited market area in which the city is located. However, this analysis indicates that the Future Land Use Map designates significant lands to meet the projected non-residential needs through ~~2045~~2055.

Development Trends within the City of Sarasota

Development within the City can be classified into two categories:

1. *development* of vacant land or
2. *redevelopment* of existing developed land which may entail the razing of an existing structure(s) or the remodeling of an existing structure(s).

Recent building permit data (from January 2020 to December ~~2023~~2025) indicates that the City issued a total of ~~11,590~~18,646 permits for either new construction or remodeling of existing structures (i.e., redevelopment). Of these permits, a total of ~~595~~ 880 were issued for the construction of new buildings and ~~10,995~~17,766 were issued for remodeling of existing structures. The table below displays the number of permits by type.

Illustration LU-17 New Construction and Remodeling Permits, January 2020 to December ~~2023~~2025

Type of Permit	Residential Permits	Percentage of Total	Non-Residential Permits	Percentage of Total	Total Permits	Percentage
New Construction	~~498~~737	~~4.30~~3.95%	~~97~~143	~~0.84~~0.77%	~~595~~880	~~5.13~~4.72%
Remodel	~~7,397~~11,825	~~63.82~~63.42%	~~3,598~~5,941	~~31.04~~31.84%	~~10,995~~17,766	~~94.87~~95.28%

Source: City of Sarasota, Development Services Department, ~~February~~ March ~~2024~~2026.

This data indicates that redevelopment of existing structures is a key development trend in the city. Maintaining the existing building stock will become more important during the long-term because approximately ~~73~~64.4% of the existing housing stock is greater than 35 years of age based on information derived from the ~~2022~~ 2024 American Community Survey from the US Census Bureau.[2] The City recognizes that proper maintenance and rehabilitation of the existing housing stock is a key component in ensuring an adequate supply of affordable housing and that the City's housing assistance programs should be expanded using local resources in addition to state and federal funding. The City will continue to concentrate its efforts on maintaining existing structures and encouraging redevelopment.

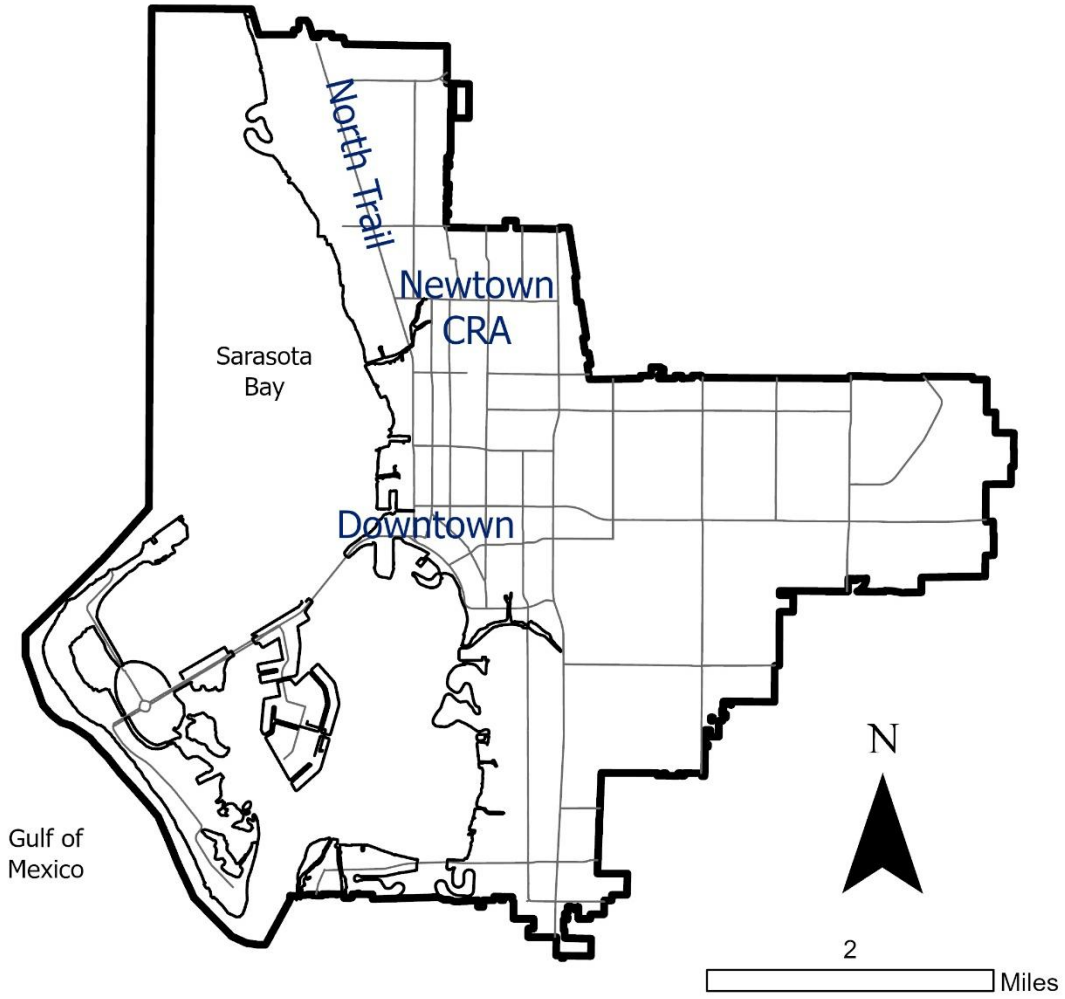
Another key development trend is the cost of housing, which continues to rise in the area. The Sarasota Realtor~~s~~ Association reported the median home price in Sarasota County in ~~January~~ February of ~~2024~~ 2026 was $~~420,640~~489,634. This represents a ~~four~~six-year increase of $~~124,000~~193,634 from the January 2020 median price of $296,000.

Another trend that has been ongoing for much of the past few decades has been the resurgence of downtown redevelopment. This resurgence can be attributed to numerous factors, but the economy and the City's reinvestment in the downtown are seen as primary reasons. The booming economy of the 1990s and 2010s and low interest rates ~~have~~ made it profitable to redevelop certain sites. Since 1986, the City has adopted two Community Redevelopment Area (CRA) plans for

downtown. The first plan was Downtown Master Plan for Tomorrow, 1986 Community Redevelopment Area Plan. The 1986 plan was superseded by the Downtown Master Plan 2020. The CRA expired after 30 years of existence; therefore, Tax Increment Financing is no longer available for the greater downtown area. However, downtown has mixed-use zoning in place and continues to experience redevelopment primarily with mixed-use and residential only structures. Recently, the City began the process of updating the Downtown Master Plan 2020.

Residential structures that have been constructed over the past several decades in downtown have not been affordable to middle- and lower-income families. Therefore, many of the employees that work in downtown have been unable to afford to live in the downtown area and many have long commutes as a result. In 2022, the City adopted text changes to the Downtown Future Land Use Map classifications to address this lack of attainable housing in the downtown core area. The revised classifications allow for an increase in residential density when attainable housing units are constructed on a development site. The long-term goal is to encourage private developers to construct attainable housing units in close proximity to downtown jobs. It is anticipated that some, but not all, downtown developers will utilize this incentive when constructing new buildings that contain residential dwellings.

Illustration LU-18
Development Trend Locations



Source: City of Sarasota Planning Department, February 2024.

A development trend that began in the early 2000s has been the redevelopment of North Tamiami Trail (aka North Trail). The North Trail is located north of 10th Street to the border with Manatee County. Over last couple of decades, new developments that have been completed include the Sarasota Bay Club, Renaissance of Sarasota, the Center for Arts and Humanities, the Broadway Promenade, Ringling College of Art and Design, The Strand, Marietta Museum of Art and Whimsy, Starbucks, San Marco, and apartment buildings. The City expects that redevelopment along the North Trail will continue well into the future and that this trend will include more mixed-use and residential development projects.

In 2022, the City adopted the Urban Mixed-Use Future Land Use classification for major road corridors and commercial shopping centers. This classification will allow for the creation of transit-oriented development in the future. This classification provides a bonus density incentive to encourage private housing providers to include attainable housing units in development projects. It is anticipated that some redevelopment projects along the major road corridors and at commercial shopping centers will incorporate residential dwellings into commercial sites as these locations are redeveloped over the long-term planning period of this comprehensive plan.

Another trend that is emerging is redevelopment in the Newtown community. This area north of downtown has been economically disadvantaged and neglected in the past. However, in 2002, the City Commission approved a Newtown Redevelopment Plan for the area. In 2008, this plan was adopted as the Community Redevelopment Agency plan when a CRA was created for this area. An updated CRA plan was adopted in 2020. The goal is to reverse the factors that have contributed to a decline in Newtown and to initiate a revitalization of this community. The revitalization strategy of the 2020 Plan includes several concepts that are designed to attract persons to Newtown. The concepts include:

- Economic development – create various initiatives such as job and entrepreneurial training programs, business assistance grants, land acquisitions, bank services recruitment, and marketing for commercial spaces that are available;
- Branding, marketing, tourism, and communications – continue and improve programs that provide cultural offering and facilities to residents of the Newtown community as well as developing programs to brand and promote opportunities in Newtown;
- Housing – create various programs that provide for and assist residents in order to meet housing needs, construct infill housing, preserve historic structures, and redevelopment of certain sites in the community;
- Land use and zoning – maintain and improve upon land use density, intensity, and land development standards where appropriate and consider changes that may lead to improvements in economic conditions such as the creation of mixed-use development patterns in certain areas;
- Infrastructure, transportation, and connectivity – improve street lighting throughout the Newtown community, make streetscape improvements along Dr. Martin Luther King, Jr. Way, and plan for mobility improvements such as roundabouts, complete streets, Legacy Trail expansion, study mass transit, and street grid connections;
- Quality-of-life – make certain improvements that improve quality-of-life such as park improvements, create a community garden, and implement education, community health, sustainability, and safety programs; and
- Administration and governance – provide an annual CRA report to the public, plan for CRA plan updates every five to ten years, improve grant procurement, consider CRA boundary expansion, and increase communication outreach with the public.

In conjunction with these strategies, the City employs a Transportation Concurrency Management Area (TCMA) for Newtown. This TCMA, which is discussed at length in the Transportation

Chapter, provides for improved mobility and transportation circulation as redevelopment occurs in Newtown.

APPENDICES

~~Appendix 1, Sarasota's Strategic Goals~~

~~In 2004, the City Commission adopted "Sarasota's Approach to Strategic Planning", which provides the foundation for the Strategic Plan and six Strategic Goals that are the foundation upon which the *Sarasota City Plan* is based. This appendix references objectives and action strategies in the *Sarasota City Plan* that implement these goals.~~

~~Our Vision~~

~~*A City where urban amenities meet small town living.*~~

~~The Goals of the City of Sarasota~~

~~1. A responsible and accessible government that has sound financial and administrative practices.~~

~~Applicable Action Strategies: 1.1, 3.1, 3.2, 3.4, 3.5, 4.13, 8.2, 8.3, and 9.9.~~

~~2. Viable, safe and diverse neighborhoods and businesses that work together.~~

~~Applicable Action Strategies: 2.4, 2.7, 2.9, 2.10, 2.11, 3.6, 4.2, 4.5, 4.6, 5.4, 6.1, and 9.1-9.11.~~

~~3. An economically sustainable community.~~

~~Applicable Action Strategy: 9.8.~~

~~4. A workplace that attracts and retains an outstanding workforce.~~

~~Applicable Action Strategies: None.~~

~~5. An attractive, environmentally-friendly community that is safe and livable and provides an array of cultural and aesthetic enjoyments.~~

~~Applicable Action Strategies: 4.3, 4.6, 4.8, 4.9, 9.8, 9.10, and 9.11.~~

~~6. Well maintained and future-oriented infrastructure.~~

~~Applicable Action Strategies: 9.3, 9.4, 9.5, 9.6, and 9.9.~~

Appendix ~~2~~1, Bibliography

The following studies, plans and projects were created subsequent to the adoption of the 1989 *Sarasota City Plan* and are incorporated into the inventory, analysis, and/or emerging issues of this Future Land Use Chapter by reference. Each of the documents cited below are available for review at the Department of Neighborhood and Development Services.

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Wilson, Miller, Barton and Peek, 1994

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City of Sarasota Planning Staff, 1992

Appendix ~~3~~2, Developable Land Uses within the Metropolitan/Regional Land Use Classification at the Sarasota-Bradenton International Airport

The Metropolitan/Regional land use classification identifies specific uses that have been or may be developed on designated properties. As it applies to the Sarasota-Bradenton International Airport, the list of allowable uses includes the following generalized uses:

1. Airport Activities;
2. Car rental agencies;
3. Hotels/Motels; and
4. Development consisting of Office, Entertainment, Educational Support, Commercial, and Church uses.

Comprehensive plan amendment petition No. 02-PA-01 amended the Metropolitan/Regional land use classification by expanding the list of allowable uses to include development consisting of office, entertainment, educational support, commercial, and church uses (No. 4 above). The following uses would, in general, be allowed in accordance with petition No. 02-PA-01:

- Short term and long term hotel rooms and suites
- Service establishments and restaurants serving airport travelers, employees, hotel occupants, and the community at large
- Offices and professional suites
- Research and development facilities for entrepreneurial and technical development including an "incubator" facility to nurture new enterprise
- Medical offices and facilities
- Health and wellness spa and fitness center
- Beauty salon/day spa
- Internal park and day care center
- Knowledge-based conference and learning center
- Conference center
- Non-profit institutes
- Senior business center
- Executive center
- Technology incubation center
- Theater/entertainment/performing arts facilities
- Night club
- Retail/convenience store
- Food services/juice bar/restaurant/coffee house

- Postal center
- Civic green
- Public art/modern sculpture
- USF/New College/FSU support facilities
- Asolo State Theater/FSU support facilities
- Ringling Museum/FSU support facilities
- Churches

Appendix ~~4~~3, City of Sarasota Population Projections

The comprehensive plan is required to be based upon resident and seasonal population estimates and projections that are provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida, the Executive Office of the Governor, or generated by the local government. Staff from the Neighborhood and Development Services Department generated the population projections described in this appendix since neither BEBR nor the Executive Office of the Governor has provided projections for the City.

Staff employed the cohort component projection model to generate future populations for the years ~~2025,~~ 2030, 2035, 2040, ~~and~~ 2045, 2050, and 2055. The cohort component technique utilized by the City projects future population totals by dividing the population into uniform age and sex groups, or cohorts, and applying three components of population change – mortality, fertility, and migration – to each cohort in successive five-year increments. As the population of a cohort ages during the five-year interval, it is reclassified to the next successive cohort after mortality and migration are factored in. For example, the male population for the age 0 to 4 cohort is reclassified to the age 5 to 9 cohort after applying a survival rate to it and subtracting net migration. A new population that is derived from male births and net migration fills the subsequent age 0 to 4 cohort.

The cohort component model is represented by the following mathematical calculation:

Population in Subsequent Age Cohort (P t + 1) = (Population x Survival Rate) + (Female Population in Childbearing Years x Birth Rate x Percentage of Male/Female Births) + (Net Migration for the Age Cohort). The components of population change are further explained below.

Age Cohorts

The City's year 2020 US Census male and female populations were divided into 18 five-year age cohorts (0-4, 5-9, etc.). The 2020 US Census serves as the base for this model since it is the most recent and accurate data for the existing population.

Mortality

During each five-year interval, a portion of the population will die. Therefore, the population of each cohort will be reduced by a certain number of individuals as the population is projected forward into the next age cohort. In other words, the surviving population of age cohort 5-9 at time t becomes the new population of age cohort 10-14 at time t + 1. Life tables that identify the probability of dying between age groups are published nationally by the US Department of Health and Human Services and were used to determine survival rates for males and females in each age cohort.

Survival rates were calculated for each of the male and female cohorts using the year 2000 United States life tables for males and females (National Vital Statistics Reports, Vol. 71, No. 1, August 8, 2022). The survival rates used in the analysis are:

Age Cohort	Male Survival Rate for Cohort	Female Survival Rate for Cohort
Birth	0.9935	0.9948
0-4	0.99313	0.99429
5-9	0.99254	0.99381
10-14	0.99155	0.99317
15-19	0.98741	0.99157
20-24	0.97961	0.98876
25-29	0.96994	0.98479
30-34	0.95815	0.97933
35-39	0.94420	0.97215
40-44	0.92731	0.96266
45-49	0.90497	0.94928
50-54	0.87332	0.92979
55-59	0.82736	0.90111
60-64	0.76439	0.86039
65-69	0.68491	0.80574
70-74	0.58588	0.72737
75-79	0.45661	0.61298
80-84	0.30276	0.45424
85+	0.14824	0.26271

Fertility

During each five-year time interval, children that populate the 0-4 age cohort at t + 1 will be born. The number of births at t + 1 can be projected by using historic birth rates for females in the child bearing years between the ages of 15 and 44.

Birth rates were determined using the Sarasota County ten-year average births for the years between 2012 to 2021 provided by data from the Florida Department of Health, Office of Vital Statistics. The average birth rate for female age cohorts 15-19, 20-24, 25-29, 30-34, 35-39, and 40-44 were multiplied by the female population in each cohort to project the number of births in each subsequent five-year interval. The birth rates used in the analysis are:

Age Cohort	Birth Rate
15-19	0.01576
20-24	0.06632
25-29	0.09873
30-34	0.09605
35-39	0.04963
40-44	0.00985

According to State of Florida statistics, the proportion of male to female births in Florida was 51.21% male and 48.79% female between 1989 and 2021. The number of new births were multiplied by these percentages in order to determine the number of projected male and females in age cohort 0-4 at time t + 1.

Migration

Migration is the most important and yet the most volatile and difficult factor to consider when preparing small area population projections. In many cases, migration is caused by economic factors associated with one or more geographic areas. As with the mortality and fertility factors, migration rates are based upon historic data. However, current and expected future trends should be accounted for when projecting net migration. During the past few years, the City has generally experienced annual population increases of approximately 1.3% based upon population estimates provided by BEBR. This trend is expected to continue into the foreseeable future based upon recent development activity in the City.

Average net migration for five-year periods (2010 to 2015 and 2015 to 2020) for each male and female cohort during the decade between the 2010 and 2020 US Census was determined and projected into future years. New births and mortality of the migratory population were accounted for during each 5-year projection interval. Net migration projections require that estimates be adjusted to correspond to the projected number of total net migrants. This is accomplished by applying a plus-minus adjustment factor for positive and negative net migration. The plus-minus adjustment factor was calculated into the migration numbers since it is reasonable to assume that total positive net migration as experienced by the City will increase by enlarging net migration gains and reducing negative net migration losses. The following displays five-year migration numbers used for cohorts:

Age Cohort	Male	Female
0-4	-287	-283
5-9	-152	-145
10-14	33	34
15-19	228	381
20-24	540	877
25-29	-219	-340
30-34	33	-47
35-39	40	120
40-44	44	-35
45-49	218	228
50-54	201	292
55-59	498	593
60-64	834	870
65-69	1,041	893
70-74	1,191	1,025
75-79	946	886
80-84	775	778
85+	966	1,282
Total	8,244	9,108

Population Projections, ~~2025~~ 2030 - ~~2045~~2055

The population projections delineated in the following table are those upon which the *Sarasota City Plan* is based using the cohort-component methodology described above. The table also includes calculations for the seasonal population as described below. In addition to use in the comprehensive plan, the City will employ these projections when coordinating with plans of other agencies.

Illustration LU-19
City of Sarasota Resident Population Projections, 2025 2030 to 20452055

Age Cohort	2025 Male	2025 Female	2030 Male	2030 Female	2035 Male	2035 Female	2040 Male	2040 Female	2045 Male	2045 Female
0-4	1,344	1,283	1,344	1,283	1,699	1,620	1,944	1,854	2,017	1,925
5-9	1,277	1,222	1,620	1,558	1,620	1,558	1,973	1,893	2,216	2,125
10-14	1,230	1,175	1,419	1,358	1,759	1,692	1,759	1,692	2,110	2,025
15-19	1,221	1,160	1,253	1,201	1,439	1,383	1,777	1,714	1,777	1,714
20-24	1,440	1,579	1,431	1,528	1,462	1,569	1,647	1,749	1,980	2,078
25-29	2,133	2,785	1,940	2,429	1,931	2,378	1,961	2,418	2,142	2,597
30-34	1,787	1,857	2,282	3,077	2,094	2,726	2,086	2,676	2,115	2,716
35-39	1,653	1,550	1,745	1,865	2,218	3,059	2,039	2,715	2,030	2,667
40-44	1,379	1,496	1,599	1,624	1,685	1,930	2,132	3,091	1,963	2,756
45-49	1,329	1,313	1,319	1,474	1,523	1,597	1,603	1,891	2,017	3,009
50-54	1,459	1,568	1,400	1,463	1,391	1,615	1,575	1,732	1,648	2,011
55-59	1,549	1,782	1,450	1,730	1,398	1,632	1,390	1,773	1,551	1,882
60-64	1,878	2,424	1,694	2,140	1,612	2,093	1,569	2,005	1,562	2,132
65-69	2,180	2,785	2,073	2,834	1,932	2,590	1,869	2,550	1,836	2,474
70-74	2,094	2,542	2,206	2,964	2,133	3,003	2,036	2,807	1,993	2,774
75-79	1,624	2,163	1,751	2,409	1,816	2,715	1,773	2,744	1,716	2,600
80-84	929	1,449	1,031	1,690	1,089	1,840	1,118	2,028	1,099	2,046
85+	546	1,239	626	1,452	668	1,617	692	1,729	705	1,843
Subtotal	27,052	31,372	28,182	34,080	29,469	36,618	30,942	39,061	32,475	41,374
Projected Resident Population	58,424		62,262		66,087		70,003		73,849	

Source: City of Sarasota Planning Department, January 2024.

Age Cohort	2030 Male	2030 Female	2035 Male	2035 Female	2040 Male	2040 Female	2045 Male	2045 Female	2050 Male	2050 Female	2055 Male	2055 Female
0-4	1,344	1,283	1,699	1,620	1,944	1,854	2,017	1,925	2,044	1,952	2,140	2,041
5-9	1,620	1,558	1,620	1,558	1,973	1,893	2,216	2,125	2,289	2,196	2,316	2,222
10-14	1,419	1,358	1,759	1,692	1,759	1,692	2,110	2,025	2,350	2,256	2,423	2,326
15-19	1,253	1,201	1,439	1,383	1,777	1,714	1,777	1,714	2,124	2,045	2,363	2,275
20-24	1,431	1,528	1,462	1,569	1,647	1,749	1,980	2,078	1,980	2,078	2,323	2,405
25-29	1,940	2,429	1,931	2,378	1,961	2,418	2,142	2,597	2,468	2,921	2,468	2,921
30-34	2,282	3,077	2,094	2,726	2,086	2,676	2,115	2,716	2,290	2,891	2,606	3,211
35-39	1,745	1,865	2,218	3,059	2,039	2,715	2,030	2,667	2,058	2,706	2,226	2,877
40-44	1,599	1,624	1,685	1,930	2,132	3,091	1,963	2,756	1,955	2,709	1,981	2,747
45-49	1,319	1,474	1,523	1,597	1,603	1,891	2,017	3,009	1,860	2,687	1,853	2,641
50-54	1,400	1,463	1,391	1,615	1,575	1,732	1,648	2,011	2,023	3,072	1,880	2,767
55-59	1,450	1,730	1,398	1,632	1,390	1,773	1,551	1,882	1,614	2,141	1,942	3,128
60-64	1,694	2,140	1,612	2,093	1,569	2,005	1,562	2,132	1,695	2,230	1,748	2,464
65-69	2,073	2,834	1,932	2,590	1,869	2,550	1,836	2,474	1,831	2,583	1,933	2,668
70-74	2,206	2,964	2,133	3,003	2,036	2,807	1,993	2,774	1,970	2,713	1,967	2,801
75-79	1,751	2,409	1,816	2,715	1,773	2,744	1,716	2,600	1,691	2,577	1,678	2,532
80-84	1,031	1,690	1,089	1,840	1,118	2,028	1,099	2,046	1,073	1,958	1,061	1,944
85+	626	1,452	668	1,617	692	1,729	705	1,843	701	1,881	692	1,852
Subtotal	28,182	34,080	29,469	36,618	30,942	39,061	32,475	41,374	34,017	43,597	35,600	45,822
Projected Resident Population	62,262		66,087		70,003		73,849		77,613		81,422	

Source: City of Sarasota Planning Department, January 2026.

Section 3, Application Excerpts, Memoranda, and Public Comments

Application ID: 2026-006862 **Permit Type:** Development Application

CITY OF SARASOTA

DEVELOPMENT APPLICATION

Site Address

Enter where the Proposed Work Site is at:

You may enter the street number and/or just street name or the Parcel ID and search for this property location in our Property Database by pressing 'Search or Enter a Different Property'. If you're unable to locate a match, check "The system can't find my property."

Street Number: --

Street or Location **NA**

Parcel ID: --

☑ **The system can't find my property**

City: **Sarasota**

Address Line 2: --

Address Line 3: --

State: --

Postal Code: --

Unit: --

Enter Additional Properties for this Application:

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- ☐ **TIF Funding Request Downtown Public/Private Partnership**
- ☐ **TIF Funding Request Newtown Economic Development/Business Enhancement**

- ☐ **TIF Funding Request Newtown Public/Private Partnership**
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- ☐ **Zoning Code Interpretation Letter**

--

- ☐ **Zoning Code Confirmation Letter**

--

- ☐ **Zoning Text Amendment [City Only]**

Check if applying for the Affordable Housing Fee Deferral Program and you are fee simple owner of the property.

- ☐ **Affordable Housing Fee Deferral Program**

The following information is needed for applications containing Comprehensive Plan Amendments (Large or Small scale).

# of Acres:	**0**

General Information

Hint: Use Street Address for Application [Project] Name if no Project Name is available.

Application [Project] Name	**Transportation, Future Land Use, and Capital Improvements Chapters Update**
Zone District	
Existing:	**--**
Proposed:	**--**
Total Acres / Square Feet	
Existing:	**--**
	--
Estimated Construction Value (Excluding land cost)	
Proposed:	**--**

Property Owner, Lessee, Or Contract Purchaser.
Property owner information from the first Property linked above may have defaulted. If the property owner information we have on file is not correct, please enter the current owner information.

☐ **Fill Name/Address from My Contact Information**

Contact Type:	**Other**
Other:	**Agent for City of Sarasota**
Property Owner Name:	**David Smith**
Title:	**Manager of Long-Range Planning**
Company Name:	**City of Sarasota**
Address:	**1575 2nd Street**
	--
City:	**Sarasota**
State/Province:	**Florida**
Postal Code:	**34236**
Primary/Business Phone:	**(941)263-6462**
Fax:	**--**
Email:	**david.smith@sarasotafl.gov**

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Title:	**--**
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Address:	**1575 Second Street**
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Email Address:	**david.smith@sarasotafl.gov**

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CITY OF SARASOTA

DEVELOPMENT APPLICATION

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Street or Location	**NA**
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I have read and agree to the statement above.

☑ **I agree**

CITY OF SARASOTA

DEVELOPMENT APPLICATION

Amendments to the Sarasota City Plan Information and Data Requirements

Please indicate:

Current Land Use Classification:	Not applicable.
Proposed Land Use Classification:	Not applicable.

Please answer all applicable questions and provide source(s) for all data.

1. What is the reason for the proposed amendment? Updating the Transportation Chapter as required by the Florida Statutes. This includes updates to supporting comp plan components.
2. A proposed amendment involving text changes should include a copy of the currently adopted text with proposed additions underlined (e.g. City of Sarasota) and proposed deletions struck through (e.g. City of Sarasota). See attached documents with this submittal.
3. A proposed amendment involving map changes should state the currently adopted classification and the proposed change(s). Not applicable.
4. Analysis of the character of the parcel, using additional pages as necessary, from the *Sarasota City Plan* in order to determine its suitability for the proposed use(s) including: Not applicable.
    a. FEMA flood zone designation(s) from Illustration EP-4 or its source document;
    b. Natural Resources from Illustration EP-2, EP-3, and EP-5 or their source documents;
    c. Historic Resources from the Historic Preservation Chapter;
    d. Hurricane Storm Surge Category from Illustration EP-11 or its source document.
5. Hurricane evacuation information based on the proposed amendment, considering the number of persons requiring evacuation, availability of hurricane shelter spaces, and evacuation routes and times from the Sarasota County Emergency Management Center. Not applicable.
6. Whether the proposed amendment affects beach accessibility. Not applicable.
7. Whether the site contains habitat for species listed by Federal, State or Local Agencies as endangered, threatened or species of specific concern as identified by Illustration EP-6 of the *Sarasota City Plan.* If yes, identify the species and show the habitat location on map. Not applicable.
8. Whether the proposed amendment affects adjacent local governments. If yes, how? Not applicable, however amendment will be sent to other governments for review at transmittal.
9. How will the public interest be furthered if the amendment were to be approved? Updates and establishes long-term policies for the City's transportation system.
10. Why is the current land use classification for the subject parcel no longer appropriate? NA.
11. Are there any changes in the character of the area surrounding the subject parcel since the adoption of the *Sarasota City Plan* which would support the amendment? Not applicable.
12. What benefit would accrue to adjacent and nearby properties as a result of the proposed amendment? What detriments? Not applicable.
13. Do any alternatives exist to accommodate the applicant's needs which would not require changes to the comprehensive plan and why the applicant is not proceeding with these alternatives? If so, what? NA.

14. If you will be seeking a concurrent review of a rezoning request or other type of development approval (e.g., rezoning, conditional use permit, site plan, etc.) please so indicate and provide the characteristics of the request. Not applicable.

15. If other City actions are associated with your proposal (e.g., lease modifications, annexation, etc.) please so indicate and provide the characteristics of the request. Not applicable.

Public Infrastructure/Service Analyses Map Amendments Only

Not applicable.

The Florida Statutes require that the City analyze all proposed land use changes in order to determine if the City's adopted levels-of-service (LOS) will be maintained and that existing infrastructure capacities are adequate to support the impact of the development associated with the land use change. In order for staff to undertake this LOS analysis, the applicant can pursue one of two options described below.

Option 1: - Worst-Case Scenario. Under this option, the applicant notes at the pre-application conference that he/she has no specific development plans for which the level-of-service analysis can be based. In this case, City staff will create a "Level of Service Analysis Table" based upon the most intensive activity that could be constructed on the subject parcel as determined by the most intensive implementing zone district. This table will be prepared within two weeks after the pre-application conference and transmitted to the applicant, the City departments of Public Works and Engineering as well as the Sarasota County Area Transit Service staff. Staff from these agencies will then determine if adopted LOS values will be maintained or whether additional information is required before this determination can be made (e.g., a traffic study).[1]

Option 2: - Proffered Rezone Petition. Under this option, the applicant provides at the pre-application conference specific proffers reflecting specific land uses, intensities/densities, heights, and other components of a "concept plan." Staff will then prepare the "Level of Service Analysis Table" based upon these proffers and transmit it to the applicant, the Department of Public Works and the Engineering Department. Staff from these two departments will then determine if adopted LOS values will be maintained or whether additional information is required before this determination can be made (e.g., a traffic study).[2] If there are companion development application(s) accompanying the proposed amendment or if a specific development plan for the future has been determined, describe the proposal(s) including building(s) square footage, use, etc.

Note: If Option 2 is chosen, a "proffered rezone" application must be filed concurrently with the Comprehensive Plan Amendment Application.

[1] The procedure for determining the impact of the proposed land use change under this option involves a comparison of the "most intense" development possible under the existing Future Land Use classification with the "most intense" development possible under the proposed Future Land Use classification. This comparison will determine the *net* impact that the proposed amendment will have on LOS related services (e.g., transportation, recreation, water, sewer, storm water, public transit, etc). These "most intense" scenarios are based upon the land use classifications implementing zone districts.

[2] The procedure for determining the impact of the proposed land use change under this option involves a comparison of the "most intense" development possible under the existing Future Land Use classification with the development reflected by the proposed "proffered" rezone. This comparison will determine the *net* impact that the proposed amendment will have on LOS related services (e.g., transportation, recreation, water, sewer, storm water, public transit, etc).

From:	Dan Lobeck
To:	Alison Christie; Rebecca Webster; Camden Jenkins; Devynn Glanz; Jacqueline Hartley; Michael Taylor; Briana Dobbs; Alyssa Thomas; Stephen Zadrozny; Jonathan Williamson; Zvonko Smlatic; Jason M. Smith; Danny Robbins; Sarasota County School Board Planning Department; Amanda Cisneros; Sean Wilkins; Lauren Sullivan; John Shamsey
Cc:	Liz Alpert; Debbie Trice; Jen Ahearn-Koch; Katherine Kelley Ohlrich; Kyle Battie; Shane Lamay; Douglas Christy; Dan Clermont; Alexander Neihaus; Chad Oberson; David Smith
Subject:	Further Re: April 1 DRC Agenda/ Transportation Chapter Amendments
Date:	Wednesday, April 1, 2026 1:29:46 AM

Caution: This email originated from outside the City's email system. Be Suspicious of Attachments, Links and Requests for Login Information. Verify requester via phone call before exchanging sensitive information. **Think B4U Click!**

For those of you who read your emails before your Wednesday meeting, and also for consideration thereafter, please also consider the following.

Before you conclude your pre-application review of staff's gutting of the Transportation Chapter, the following questions should be asked and answered:

1) Many policies are repealed on the stated reason that they are being moved into the Engineering Design Criteria Manual EDCM). That includes the criteria for a street to suffer a road diet, now called a "context sensitive" street, thereby increasing traffic congestion, and other policies which go beyond engineering design.

QUESTION: Please provide a list of the policies (with their wording) in the EDCM which are alleged to be replacement of repealed policies in the Transportation Chapter.

2) Current policies 1.4 and 1.5, as allowed by state law, provide that if a development would create traffic that degrades the roadway level of service (LOS) (below the existing LOS), the developer shall either make the needed road improvements or pay for such improvements proportionate to the developer's impacts, and "Developments which cannot meet the above standards shall not be approved."

The amendments would strike all that and merely require "reasonable and proportionate" multimodal (for walking, biking or transit), operational, safety or demand management measures, not on private property unless voluntary, to avoid worsening the existing Volume/Capacity conditions. However, section 7.1, which requires nine specific features in all developments to enhance pedestrian, bicycle and transit use have been repealed, leaving this requirement very uncertain. In any event, there are no road improvements and staff's myth that traffic gridlock is acceptable or can be cured by the "choice" of walking, biking or transit becomes City policy. Also along this line, section 2.11 is amended to

replace "require" with "request" as to Developers dedicating right of way when it is needed due to a change in land use.

QUESTION: The amendments state that a development shall not be "automatically" denied for pushing traffic volume in excess of road capacity. Where in the amendments is such denial allowed in any non-automatic manner? (The answer is that there is none, and the word "automatic" is inserted to hide the truth that the amendments fully repeal the right of the City to deny approval to a development with excessive traffic, as allowed by state law.

QUESTION: Does staff really believe that abandoning road improvements and repealing limits on development traffic can be cured by increased walking, biking and bus use as a genuine alternative to cars?

3) QUESTION: Why is it stated that the Transportation Concurrency Exception Area (TCEA) no longer exists, as justification for repealing all TCEA policies under Goal 9, when in fact that is false, as acknowledged in the narrative in the staff application for the amendments?

4) QUESTION: Why is it stated in several places that the Mobility Plan is adopted and is the City's "first citywide transportation Master Plan when in fact the City Commission voted against staff's requested motion to approve its adoption and then voted merely to "accept" it?

5) QUESTION: New Policy 4.6 states that "the City shall encourage a minimum two-foot setback from the public right of way." Does anyone really think that two feet is adequate for a setback, and that it should be encouraged rather than required?

6) QUESTION: There is a new policy for "Shared Streets", to "prioritize pedestrians and cyclists" by allowing them to share the use of streets with cars, thereby slowing vehicles on streets. Isn't that dangerous, and why is it a good thing to impair road use by motorists?

7) QUESTION: Why does staff propose to repeal the requirement for the City to conduct a Traffic Analysis Program to monitor and analyze traffic and road conditions, in Policy 4.1, unless staff wants the City not to care any longer about traffic and road conditions and instead embrace congestion?

8) QUESTION: Along the same line, why does staff propose to repeal Policy 4.3, which requires the City to consider the Thoroughfare Plan in evaluating future land use decisions?

9) QUESTION: And why does staff propose to repeal Policy 4.4, to ensure that future development in the Coastal High Hazard Area does not cause excessive evacuation times?

10) QUESTION: Why does staff propose to no longer hold Developers to Level of Service standards for bicycle and pedestrian facilities? Although eliminating Level of Service standards for vehicle traffic fits staff's obvious goal of making driving more difficult, are they so intent of removing controls on development that they would sacrifice holding Developers to maintaining the staff's preference for walking and biking? And along the same lines, why repeal Policy 7.10, which now requires that developers enhance pedestrian, bicycle and transit use by 9 specific measures in their developments?

11) QUESTION: Why repeal Policy 5.7, to eliminate reviews of proposed development projects for consistency with the Tamiami Trail Scenic Highway Management Program?

12) QUESTION: Why amend Policy 6.3 to greatly expand the reduction of parking requirements in new development to cover all downtown and urban mixed-use districts?

13) QUESTION: Why weaken protection of neighborhoods from cut-through traffic by amending Policies 6.4 and 6.5 to delete the 12 specific requirements on developers to reduce cut-through traffic and the specific requirements for a Traffic Calming Program, as well as amending Policy 6.6 to prohibit the City from closing a City street, in place of the option to do so if traffic calming and other measures are insufficient? And why amend Policy 6.10 to delete the requirement for staff presentations to neighborhood associations and groups on planned transportation changes that would affect the neighborhood, including traffic calming devices? And why amend Policy 6.3 to delete a speed limit in neighborhoods and replace a City program to educate drivers about the importance of complying with the speed limit in residential neighborhoods with one to comply with the speed limit "while driving in the City"? And why start a program to replace Stop signs in neighborhoods with Yield signs?

14) QUESTION: Has the City consulted with the Town of Longboat Key, and how, before proposing to delete Policy 6.8, which now provides City support for planning an additional bridge from Longboat Key to the mainland? (A 1981 referendum of Longboat Key voters showed that they favored that bridge by a margin of 1,505 to 440).

15) QUESTION: Why amend Policy 7.1 to replace 8 reasons for sidewalk construction (including repairs and replacements for deteriorated sidewalks and new sidewalks in places hazardous for pedestrians) with only two, that is to fill gaps and meet accessibility standards.

16) QUESTION: Why add a policy to "consider research and possible expansion of paid parking throughout the City"?

17) QUESTION: Why amend Objective 11 to no longer encourage development in the Newtown Transportation Concurrency Management Area with reduced limits on a development's traffic, as a result of instead eliminating those limits throughout the City?

18) QUESTION: How many other cities and counties, by numbers and proportions, have amended their comprehensive plans to eliminate traffic concurrency, as proposed in these amendments? (In 2017, Planning Board member Eileen Normile revealed that then only 7% of cities and 13% of counties had done so).

19) QUESTION: With these amendments eliminating road improvements, what will be the allowed uses of funds from Developers paying the Multimodal Transportation Impact Fee (MMTIF)? Because the methodology for that fee is based on the impacts on traffic by the number of vehicle trips from the development, and because there is no data to show that improving pedestrian, bicycle and transit movement has any meaningful impact on the traffic consequences from a new development, how does eliminating the use of the MMTIF for any road improvements maintain the rational nexus needed for the MMTIF to be legal?

20) QUESTION: Isn't it indefensible for staff to claim that its amendments are what the public said they wanted in staff's public meetings and surveys, when the information and survey questions provided by staff did not address the major changes proposed in the amendments and the amendments simply advance the anti-motorist and pro-Developer agenda staff has sought to advance for decades,

despite opposition from the public and the City Commission?

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From: Dan Lobeck <dlobeck@lobeckrowe.com>
Sent: Tuesday, March 31, 2026 4:35 PM
To: Alison Christie <Alison.Christie@SarasotaFL.gov>; Rebecca Webster <Rebecca.Webster@SarasotaFL.gov>; Camden Jenkins <Camden.Jenkins@SarasotaFL.gov>; Devynn Glanz <Devynn.Glanz@SarasotaFL.gov>; Jacqueline Hartley <Jacqueline.Hartley@SarasotaFL.gov>; Mike Taylor <Michael.Taylor@SarasotaFL.gov>; Briana Dobbs <Briana.Dobbs@SarasotaFL.gov>; Alyssa Thomas <Alyssa.Thomas@SarasotaFL.gov>; Steve Zadrozny <Stephen.Zadrozny@SarasotaFL.gov>; Jonathan Williamson <Jonathan.Williamson@SarasotaFL.gov>; Zvonko Smlatic <Zvonko.Smlatic@SarasotaFL.gov>; Jason M. Smith <jsmith@scgov.net>; Danny Robbins <Danny.Robbins@SarasotaFL.gov>; Sarasota County School Board Planning Department <Planning@SarasotaCountySchools.net>; Amanda Cisneros <Amanda.Cisneros@SarasotaFL.gov>; Sean Wilkins <Sean.Wilkins@SarasotaFL.gov>; Lauren Sullivan <Lauren.Sullivan@SarasotaFL.gov>; John Shamsey <John.Shamsey@SarasotaFL.gov>
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Subject: April 1 DRC Agenda/ Transportation Chapter Amendments

Dear DRC Members:

At your meeting tomorrow, April 1, Agenda Item 5 is a pre-application consideration of City staff's proposed amendments to the Transportation Chapter of the City's Comprehensive Plan.

It is falsely called an "Update" – which is all that the City Commission authorized be drafted on January 6 (such as revising population projections) -- but instead it is a radical repeal of any and all road improvements in the City and an acceptance of traffic congestion by repealing the prohibition of gridlock-inducing traffic by new development.

It incorporates into binding policy the Sarasota In Motion Plan which was rejected by a July 20, 2020 vote of the City Commission to deny staff's request to "approve" it, instead then voting to merely "accept" that staff proposal.

It also follows staff's proposed amendments to the Transportation Chapter which also were rejected by votes of the City Commission on October 3 and November 21, 2016, although this time they are even more extreme in embracing traffic congestion than they were then.

This latest push also follows other City Commission votes to reject the War on Motorists waged by City staff repeatedly since 1988, by then changing a full Transportation Concurrency Exception Area to merely weaker concurrency standards in the area largely on US 41 north of Gulfstream Avenue, to rejecting a severe Road Diet to reduce US 41 south of Gulfstream from four to two lanes, and then twice voting to deny staff's Road Diet to shrink Fruitville Road from four to two lanes east of US 41, and otherwise.

Many mandates on Developers are deleted in these amendments, replaced only by a very vague funding offset for a small portion of the traffic by pedestrian, bicycle and transit improvements.

Staff acknowledges that 94% of trips in the City are by personal vehicles. Yet they pretend that increasing auto traffic can be ignored – indeed embraced by repealing limits on Developers – by making it easier to walk, bike and take a bus.

At a minimum, these amendments should be deferred until the Downtown Master Plan has been revised, in that staff has admitted that their amendments will need to be amended again to match that revised Plan.

And until numerous questions raised by this scheme have been answered.

More on all of this later, but for now please defer any action on this dangerous Immobility Scheme.

Thank you for your considerations.

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Section 4, Public Hearing Notice

NOTICE OF PUBLIC HEARING
APPLICATION NO. 26-PA-02

Notice is hereby given that the **PLANNING BOARD/LOCAL PLANNING AGENCY** of the City of Sarasota, Florida will meet on **Wednesday, May 13, 2026 at 1:30 p.m.** in the Commission Chambers, City Hall, 1565 First Street, Sarasota, Florida. **Starting at 1:30 p.m. or as soon thereafter as possible, the Planning Board/Local Planning Agency will open the scheduled Public Hearings in the order they appear on the agenda**. The following application will be considered at the above scheduled meeting:

> **COMPREHENSIVE PLAN AMENDMENT APPLICATION NO. 26-PA-02** – CITY INITIATED REQUEST FOR COMPREHENSIVE PLAN AMENDMENT APPROVAL TO AMEND THE TEXT OF THE TRANSPORTATION PLAN TO UPDATE THE GOALS, OBJECTIVES, AND ACTION STRATEGIES AND TRANSPORTATION MAP SERIES; AMEND THE TEXT OF FUTURE LAND USE PLAN ATTACHMENT 5, CONCURRENCY MANAGEMENT SYSTEM, LEVELS-OF-SERVICE RELATING TO TRANSPORTATION AND MASS TRANSIT; AND AMEND THE TEXT OF CAPITAL IMPROVEMENTS PLAN ACTION STRATEGY 1.5 LEVELS-OF-SERVICE RELATING TO TRANSPORTATION AND MASS TRANSIT, AS MORE PARTICULARLY DESCRIBED IN SAID APPLICATION. THE AMENDMENT ALSO INCLUDES UPDATES TO THE TRANSPORTATION AND FUTURE LAND USE SUPPORT DOCUMENT TEXTS WHICH ARE NOT ADOPTED COMPONENTS OF THE COMPREHENSIVE PLAN.

Said application is on file in the **Planning Department** and the **Office of the City Auditor and Clerk** at City Hall. If you wish to obtain a copy, please call (941) 263-6222 between 8:00 a.m. to 5:00 p.m. Monday through Friday.

Interested persons are welcome to attend and may register to speak in respect to the above-proposed application.

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act of 1990 and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in such public hearing should contact the Office of the City Auditor and Clerk at (941) 263-6222 at least two (2) business days prior to the date of the public hearing as to the nature of the aid and/or service desired. Reasonable auxiliary aids and services will be made available to qualified disabled individuals to the extent that no undue financial or administrative burden results. For the benefit of individuals utilizing hearing aids with a T-coil, the City Commission Chambers and SRQ Media Studio are outfitted with a Hearing Induction Loop for enhanced hearing assistance.

CITY OF SARASOTA

By: Shayla Griggs
City Auditor and Clerk

Legal Date: April 24, 2026