



City of Sarasota

TRAFFIC CALMING PLAN

Safe speeds, stronger neighborhoods

**AREA C COMMUNITY MEETING
MARCH 26, 2026**

www.SarasotaFL.gov/TrafficCalmingPlan



BACKGROUND INFORMATION

TRAFFIC CALMING 101

Traffic calming is a set of **roadway treatments** that can help **alter driver behavior** and **reduce the negative impacts** motorists can have on pedestrians and cyclists.

Traffic calming can help **reduce speed**, vehicle crashes, and **increase pedestrian and bicyclist usage**.



TRAFFIC CALMING 101



Horizontal Deflections



Vertical Deflections

TRAFFIC CALMING 101



Street Width Reduction



Routing Restrictions

TRAFFIC CALMING 101

MYTH BUSTERS

Traffic Control

Sidewalks

Volume

Efficiency



The background image shows a residential street with a brick-paved sidewalk in the foreground. A yellow diamond-shaped sign with a black arrow pointing down and then splitting into two arrows pointing up and down is visible on the left. On the right, there is a yellow diamond-shaped sign with a black bicycle symbol and a rectangular sign below it that says "SHARE THE ROAD". The street is lined with trees and houses in the background.

ROADWAY CLASSIFICATIONS



CONTEXT CLASSIFICATIONS

Context classification is a way of **categorizing a street based on** its surrounding **land use, travel patterns, user types, and its role** in the transportation network. This classification system helps practitioners design roadways that **meet communities' specific needs**.

Context classification helps **create and maintain** the City's **vision for streets** within Sarasota.

CONTEXT CLASSIFICATIONS



**Downtown
Core**

**Urban
Village**

**Urban
General
Mixed
Use**

**Urban
General
Residential**

**Suburban
Commercial
Or
Industrial**

**Suburban
Residential**

**Special
District**

CONTEXT CLASSIFICATIONS

Urban Context

- Connected roadway network
- Frequent intersections
- Mixed land use

Example

- Downtown

Suburban Context

- Disconnected roadway network
- Fewer intersections
- Dispersed land use

Example

- Neighborhoods

Special District

- Exclusive needs
- Specific usages

Examples

- College campuses

FUNCTIONAL CLASSIFICATION

Functional classification helps identify **how roadways serve the overall network.**

Interstate Highway Connector

- Provides connections from interstate highway interchanges to City limits

Major or Minor Arterial

- Longer streets used for traveling within or through the City

Major or Minor Collector

- Provides connection for traveling between neighborhood and commercial areas

Local Roads

- Provides access destinations with little to no through movement

Alley

- Provides right-of-way access for traveling between blocks

PUTTING IT TOGETHER

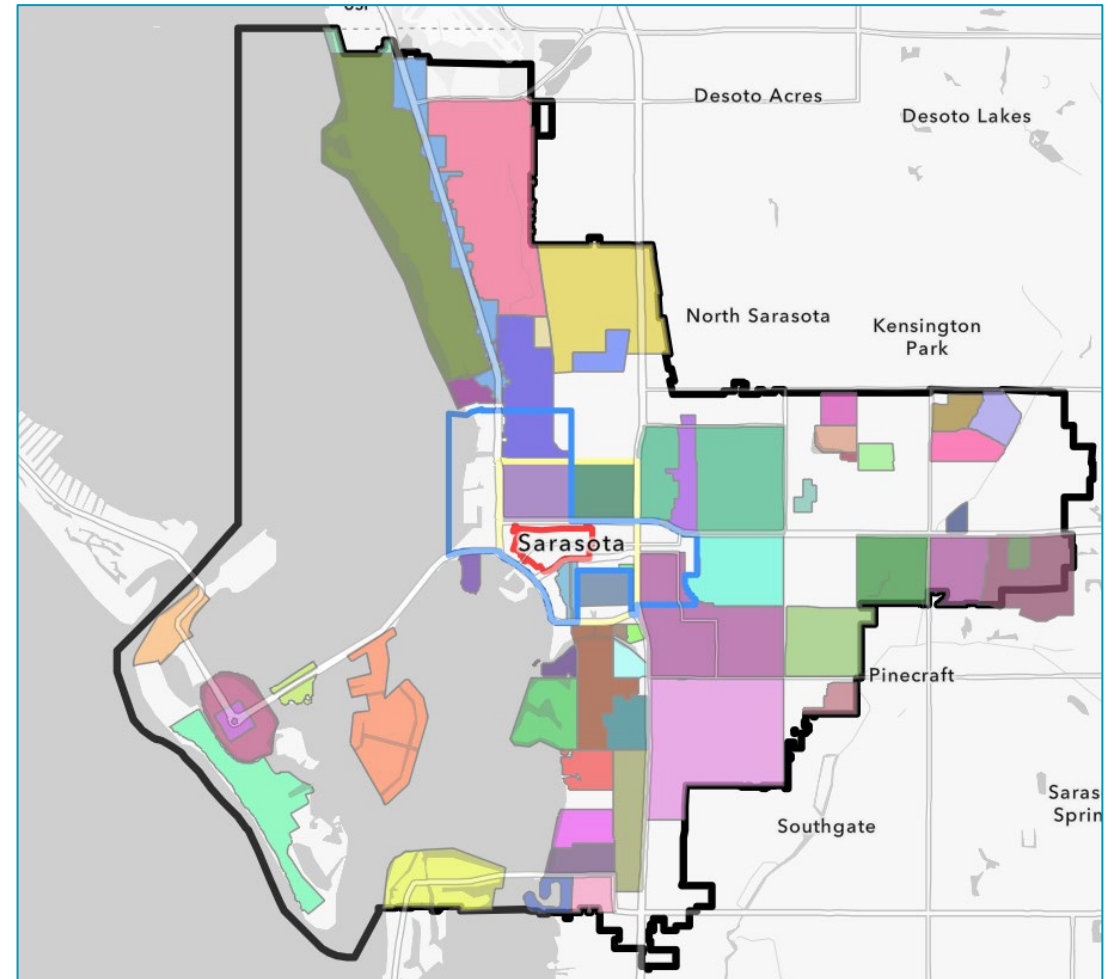
Context Classification	Interstate Connector; Major or Minor Arterial (mph)	Major or Minor Collector (mph)	Local (mph)
Downtown Core	20-25	20-25	20
Urban Village	25-30	25	20
Urban General (Commercial/Mixed-use)	25-35	25-30	25
Urban General (Residential)	25-35	25-30	20-25
Suburban Commercial or Industrial	30-40	25-35	25
Suburban Residential	30-40	25-35	25

The background image shows a residential street scene. On the left, there is a yellow diamond-shaped sign with a black arrow pointing down and a black arrow pointing up. On the right, there is a yellow diamond-shaped sign with a black bicycle icon and a rectangular sign below it that says "SHARE THE ROAD". The street is paved with asphalt and has a brick-paved area in the foreground. There are trees and houses in the background.

TRAFFIC CALMING PLAN OVERVIEW

PROJECT VISION

Work together with residents to design slower streets, improve neighborhood **livability**, and **take action** where **speeding** is a problem.



OUTCOMES

PHASE 1



- Potential Speed Limit Changes (Code Changes)
 - Requires two public hearings

PHASE 2



- Evaluation Matrices for Collector and Arterial Roads

PHASE 3



- **Neighborhood Plans**
- Implementation Strategy
- Final Report/Plan



COMMUNITY ENGAGEMENT

PLAN DEVELOPMENT

- Community engagement
 - Public meetings
 - Online survey
 - Community Think Tank
- Leadership Task Force
- Traffic calming research
- Speed study and analysis



EDUCATION CAMPAIGN

- Rolled out to CCNA
 - October 4, 2025
- Messaging: Neighbors requesting neighbors to slow down for each other
 - Static Clings (inside window)
 - Yard Signs



**I SLOW DOWN
FOR MY NEIGHBORS**

WILL YOU?



SAFE SPEEDS
STRONGER NEIGHBORHOODS



COMMUNITY SURVEY

A community survey was conducted as part of the TCP's **information gathering** efforts in Spring 2025.

This survey covered information from demographics and **perceived safety** to **project prioritization**.

Over **500 people responded** to the survey, with **over 75%** of respondents **in favor** of implementing traffic calming plans in their neighborhood.





TRAFFIC SPEED STUDY



STUDY OVERVIEW

The speed study **compared the existing posted speed limits along local, collector, and arterial roadways to the 85th percentile** speed data.

The goal is to **identify roadway** segments where the recorded 85th percentile speed **exceeds the current speed limit and to determine the extent of the excess, also known as speed differential.**

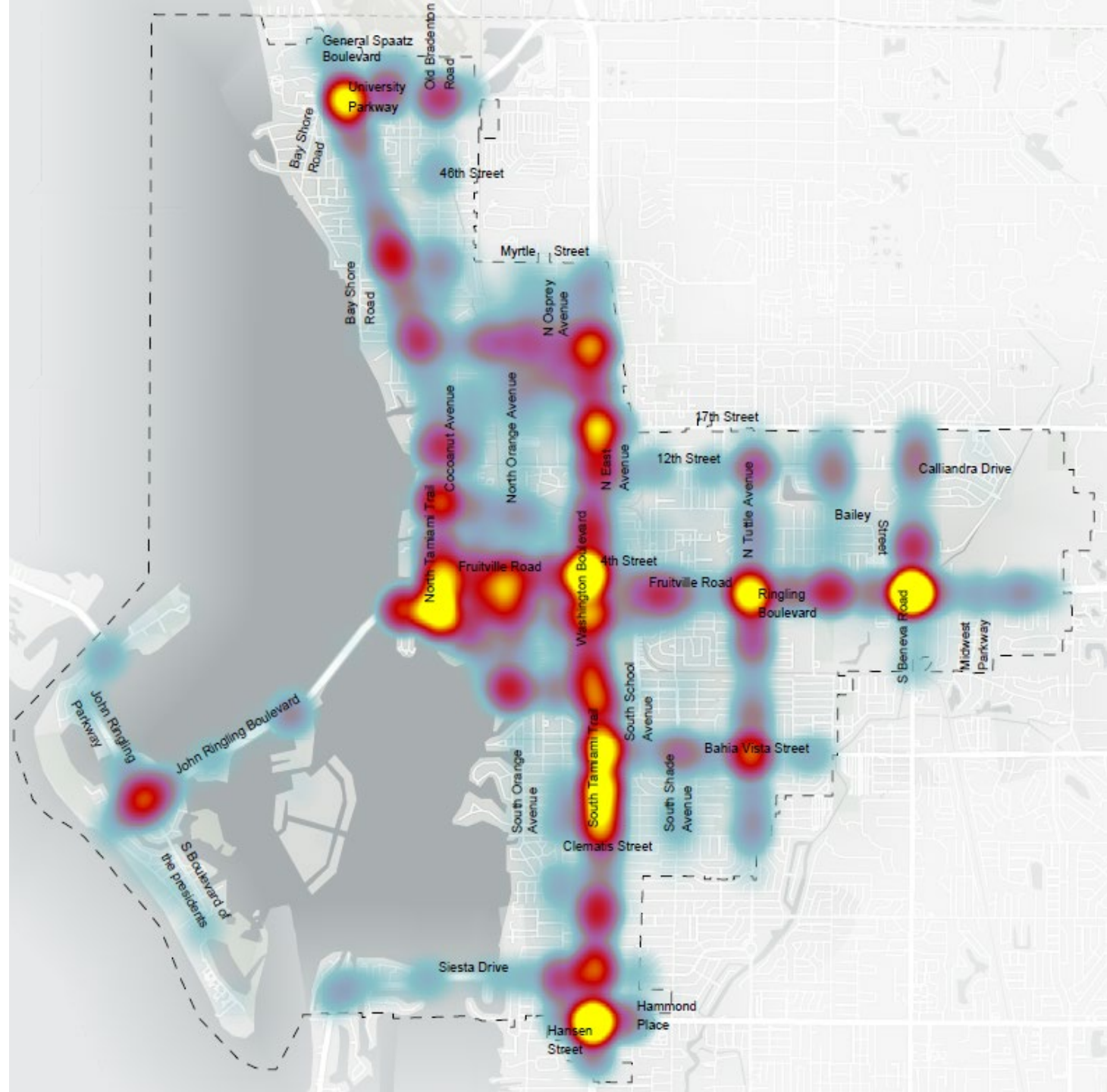
The analysis also included a test model that assumed all local roads have a 20 mph speed limit and compared the 85th percentile speeds.

Analysis Parameters

- January 1st - December 31st, 2024
- Typical weekday (T/W/R)
Weekend
- 12 AM to 6 AM
6 AM to 9 AM (Morning Peak)
9 AM to 3 PM
3 PM to 7 PM (Afternoon Peak)
7 PM to 12 AM

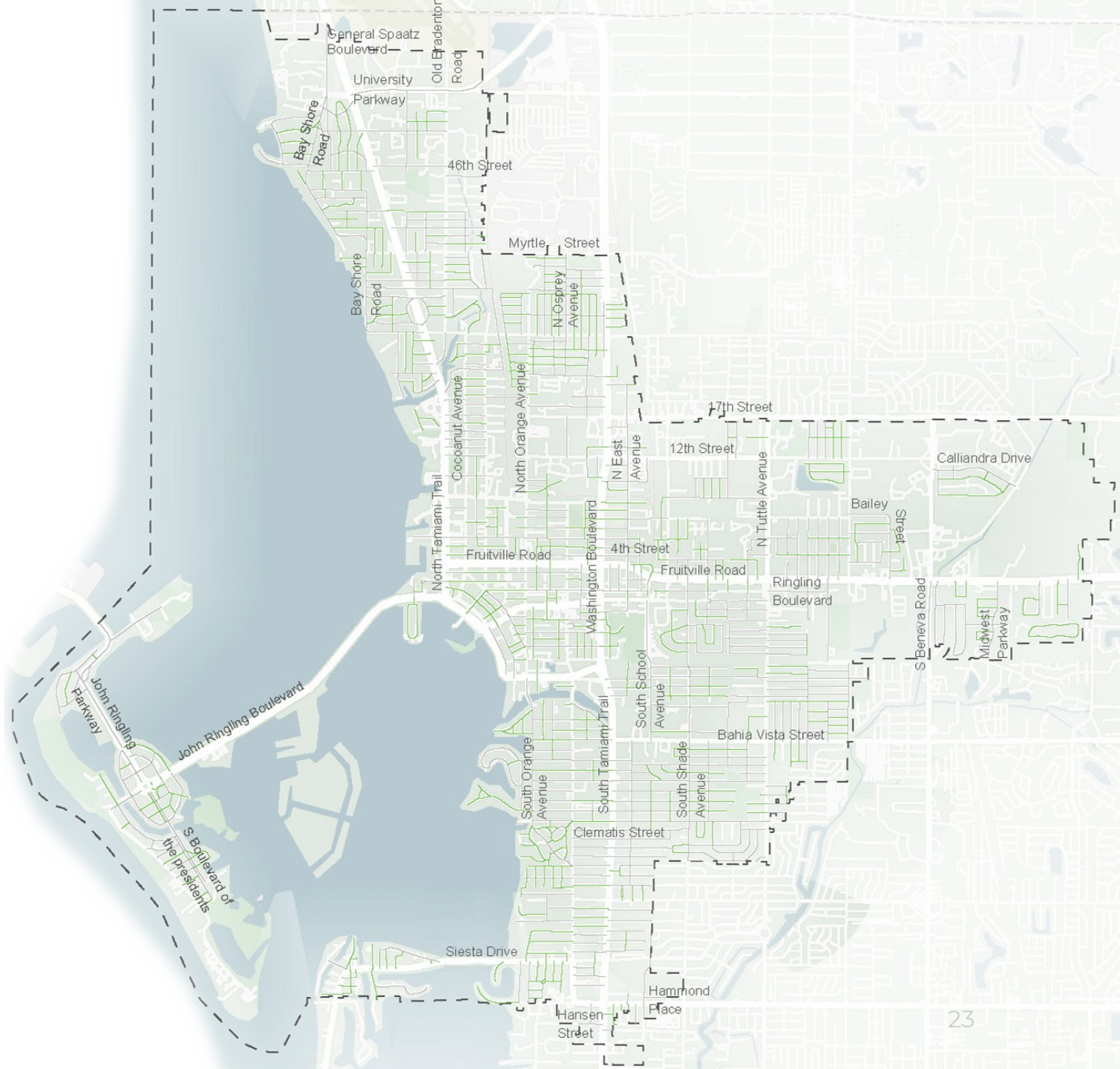
TAKEAWAYS

- A significant portion of crashes involving cyclists and pedestrians occur on major/minor collectors and arterials
- A significant number of roads experience 85th percentile over 10 mph over the posted speed in off-peak hours
- Many local roads experience no change in the 85th percentile when the speed limit is reduced 20 mph



MARCH 23

- The first public hearing for Ordinance amendments
- Reduce over 400 local road segments to 20 mph
- More information is available on the website and in the agenda backup materials



A background image of a residential street. In the foreground, there is a brick-paved area and a concrete median with a yellow curb. A road sign on the left shows a diamond-shaped sign with a black arrow pointing down and a black arrow pointing up. On the right, there is a diamond-shaped sign with a black bicycle symbol and a rectangular sign below it that says "SHARE THE ROAD". The street is lined with trees and houses in the background.

EVALUATION CRITERIA

LOCAL ROADS CRITERIA

Description	Criteria	Possible Points
72-hour traffic count	1000 - 1499 AADT	1
	≥ 1500 AADT	2
85 th percentile compared to proposed 20mph speed limit	1-5 mph	3
	6-10 mph	4
	≥ 11 mph	6
Presence of pedestrian generators	within 1/4 mile	2
Number of crashes within the last 3 years	1-3	1
	≥ 4	2
Absence of sidewalks on either side of the road	No sidewalks	1
	Sidewalks present	0
Presence of existing traffic calming devices	Yes (quickbuild)	-1
	Yes (permanent)	-2
	No	0

COLLECTOR/ARTERIAL ROADS CRITERIA

Description	Criteria	Possible Points
72-hour traffic count	<2000	0
	2000 - 4999 AADT	1
	≥ 5000 AADT	2
85 th percentile compared to posted speed limit	5-10 mph	3
	≥ 11 mph	6
Number of crashes involving cyclists and pedestrians	0	0
	1-3	1
	4+	2
Presence of sidewalks on either side of the road	No sidewalks	2
	Sidewalks present	0
Presence of traffic calming devices	Yes (quickbuild)	-1
	Yes (permanent)	-2
	No	0

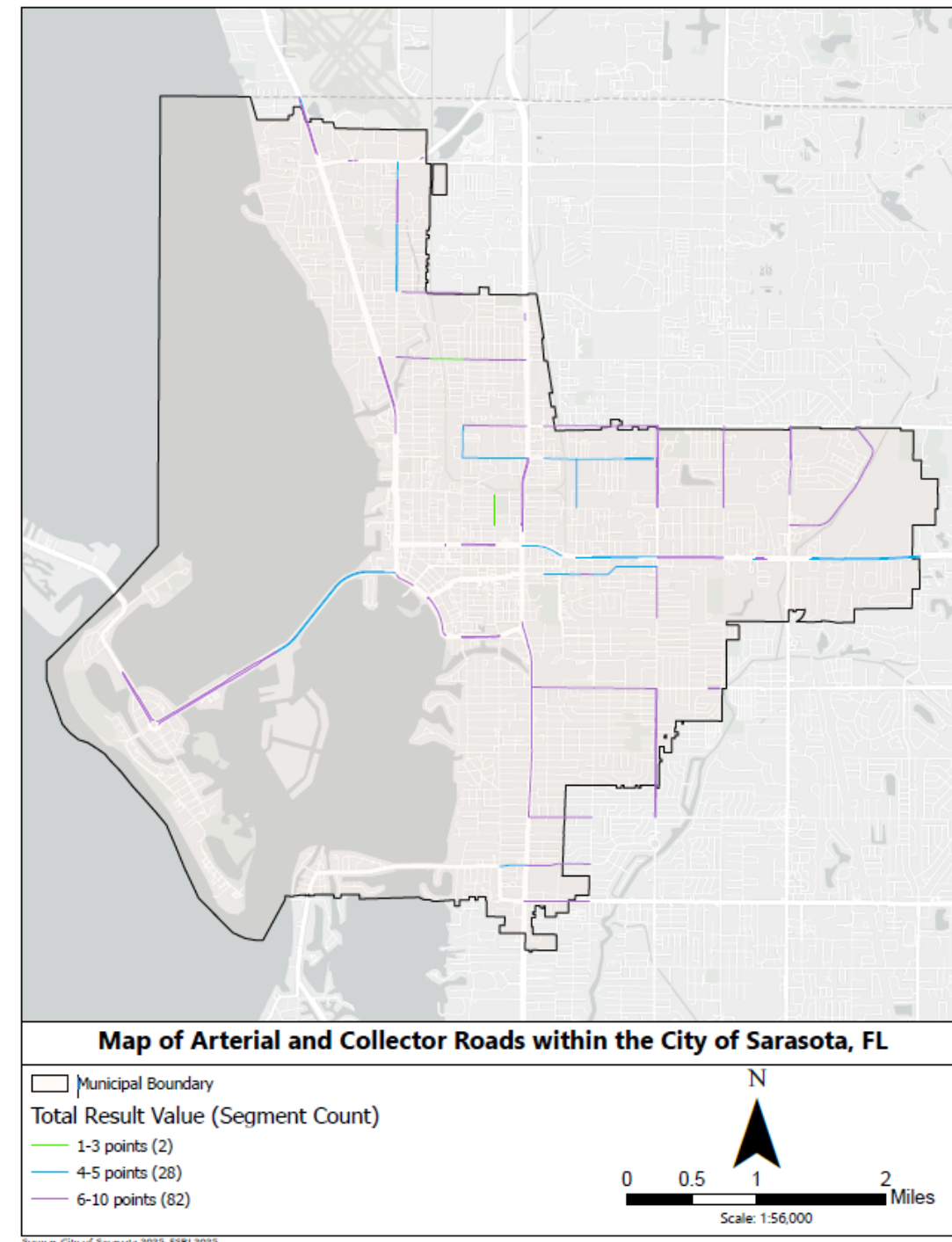


SCORING SCRIPT



SCORING SCRIPT OVERVIEW

- To streamline scoring the roads, our team has created a script, which is a code that will automate the process using ArcGIS.
- This script looks at various data sources and assign point values based on the criteria that was developed.



DATA SETS

- Crashes

Type of Crash

- 
- Bicycle

- 
- Pedestrian

- ☑ Traffic Calming Measures

Calming Measures

- Permanent

- Temporary

- Speeding

- Local Roads

Speeding*

- 1-5 mph over

- 5-10 mph over

- 10 mph over

- Arterial and Collector Roads

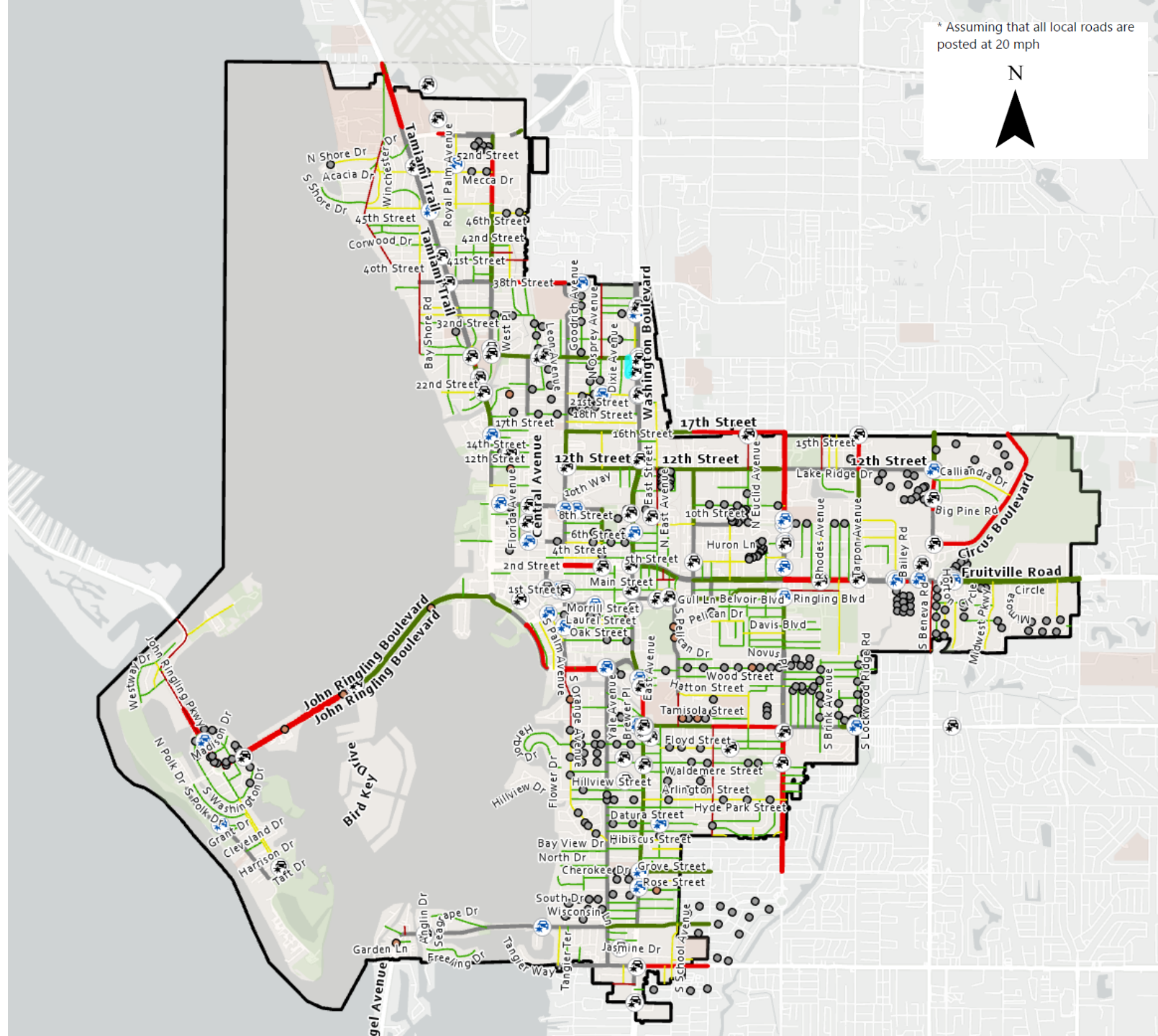
Speeding

- 5-10 mph over

- 10 mph over

- Arterial and Collector Roads

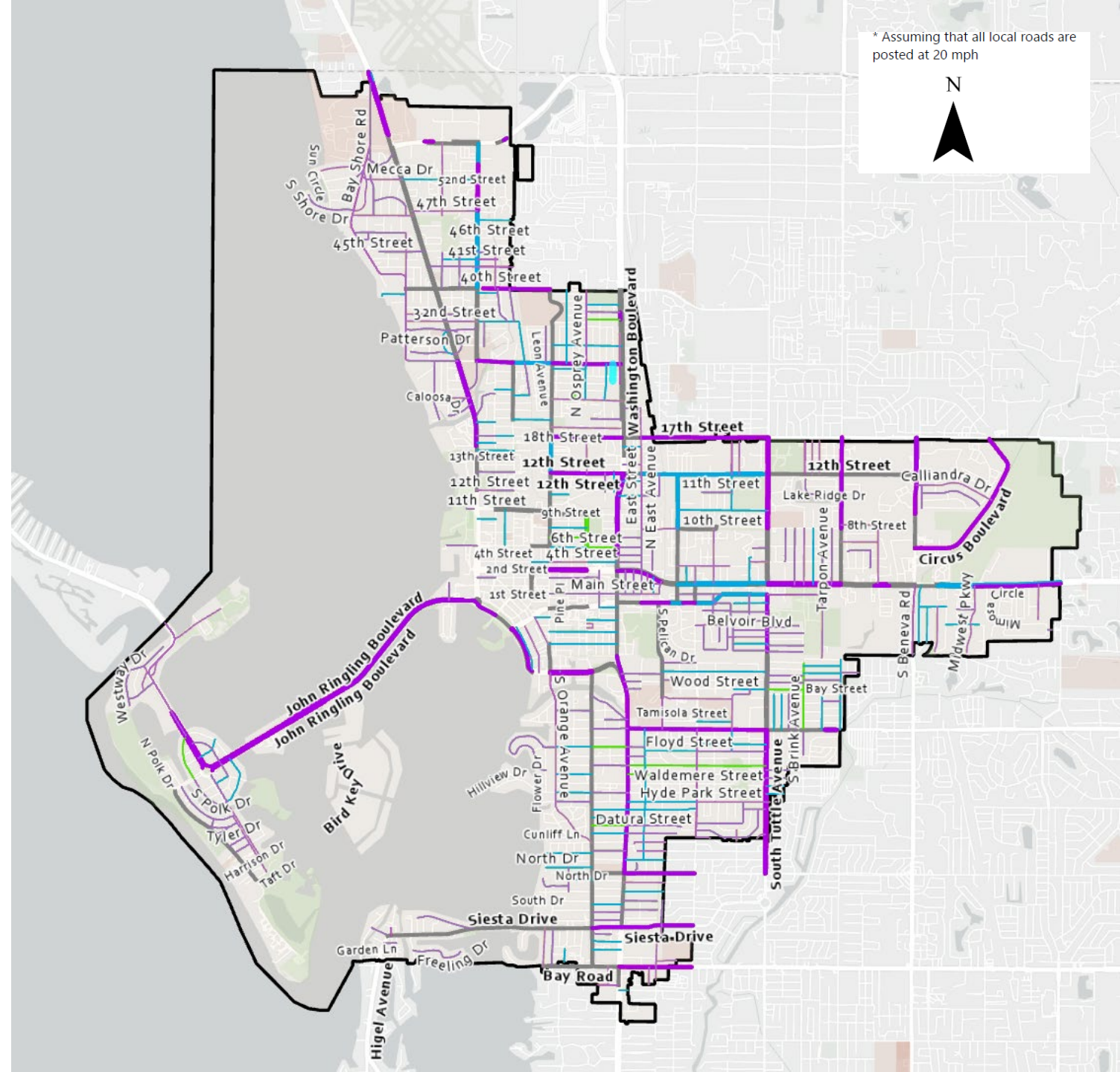
- Less than 5 mph over



* Assuming that all local roads are posted at 20 mph

CITYWIDE EVALUATION COMPLETE

- ☒ Total Points
- ☒ Local Roads
 - Total Points Assigned*
 - 1-3 points
 - 4-5 points
 - 6-12 points
- ☒ Arterial and Collector Roads
 - Total Points Assigned
 - 1-3 points
 - 4-5 points
 - 6-12 points



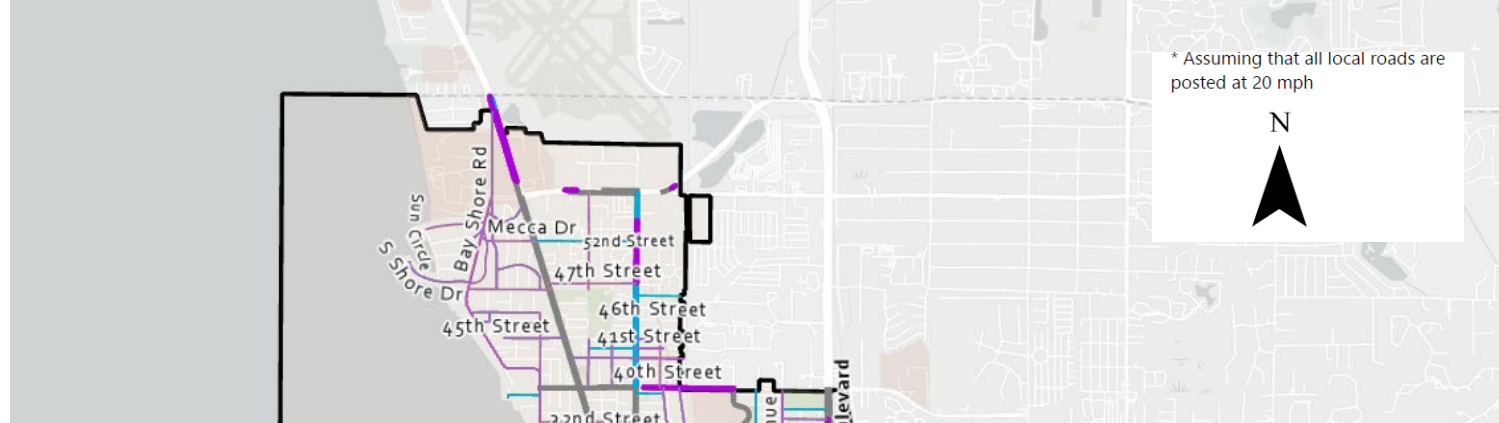


SOLUTIONS

SOLUTIONS MATRIX

Score 3	Score 4-5	Score 6+
Eligible for striping and signage solutions. E.g. Lane narrowing, speed limit signs, etc.	Eligible for quick-build solutions. Quick-build solutions are non-permanent traffic calming treatments that can be installed using striping and flexible delineators. E.g. chokers, chicanes, etc.	Eligible for permanent traffic calming solutions. Solutions are developed by city Engineers based on data, best practices, and existing conditions (driveways, etc.) E.g. speed tables, speed humps, chicanes, medians, signs, etc.

SOLUTIONS DEVELOPMENT

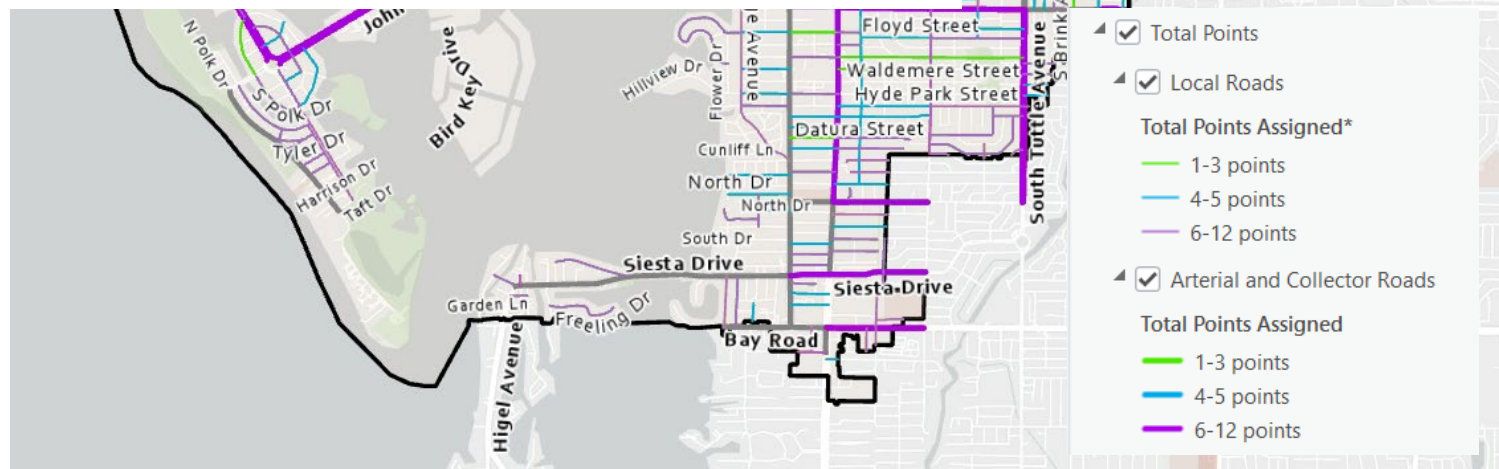


Street	From	To	Proposed Solution	Cost Estimate
Badger St	Hoosier Pl	Midwest Pkwy	- 2 Permanent Chokers	\$ 20,000
Colorado St	Golden Sands Dr	E Cornelius Cir	- Lane narrowing	\$ 2,934
Davis Blvd	E Cornelius Cir	Midwest Pkwy	- Lane narrowing	\$ 2,658
Fruitville Rd	Horton Cir	Midwest Pkwy	- Lane narrowing	\$ 8,232
Golden Sands Dr	City Limits	Fruitville Rd	- Maintenance - Lane narrowing	\$ 6,132
Parkland Ave	City Limits	Colorado St	- Lane narrowing	\$ 3,816
W Cornelius Cir	E Cornelius Cir	Colorado St	- 3 Speed Tables	\$ 45,000
Total				\$ 88,772

Note: Project cost estimates were calculated using current year pricing. Inflation percentages will be considered in the Implementation Plan. The cost estimates are preliminary planning estimates and should be used for budgeting purposes only.



View the
Interactive
Map Online

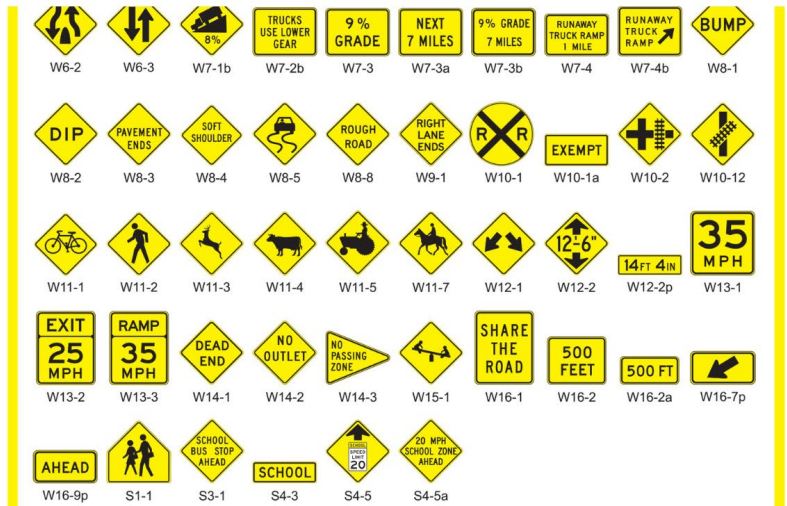
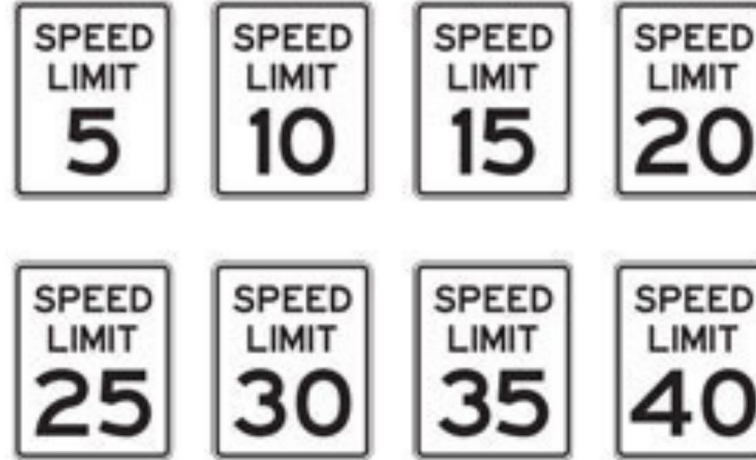


STRIPING AND SIGNAGE EXAMPLES

Score 3

Eligible for striping and signage solutions.

E.g. Lane narrowing, speed limit signs, etc.



QUICK-BUILD EXAMPLES

Score 4-5

Eligible for quick-build solutions. Quick-build solutions are non-permanent traffic calming treatments that can be installed using striping and flexible delineators.

E.g. chokers, chicanes, etc.



PERMANENT TRAFFIC CALMING EXAMPLES

Score 6+

Eligible for permanent traffic calming solutions. Solutions are developed by city Engineers based on date, best practices, and existing conditions (driveways, etc.)

E.g. speed tables, speed humps, chicanes, medians, signs, etc.





HOW TO PARTICIPATE

Explore the Information Stations



SHARE YOUR THOUGHTS

Talk with the City Team

Ask questions and share ideas!

Leave comments tonight

Grab your neighborhood map and mark it up. Answer the questions on the back and return it to the appropriate folder.

Share feedback online

Scan the QR code or visit the project webpage to submit comments.

Email your comments

Corinne.Arriaga@sarasotafl.gov

*Provide all comments and feedback by **5:00pm on April 17** to ensure it makes it into the project record.

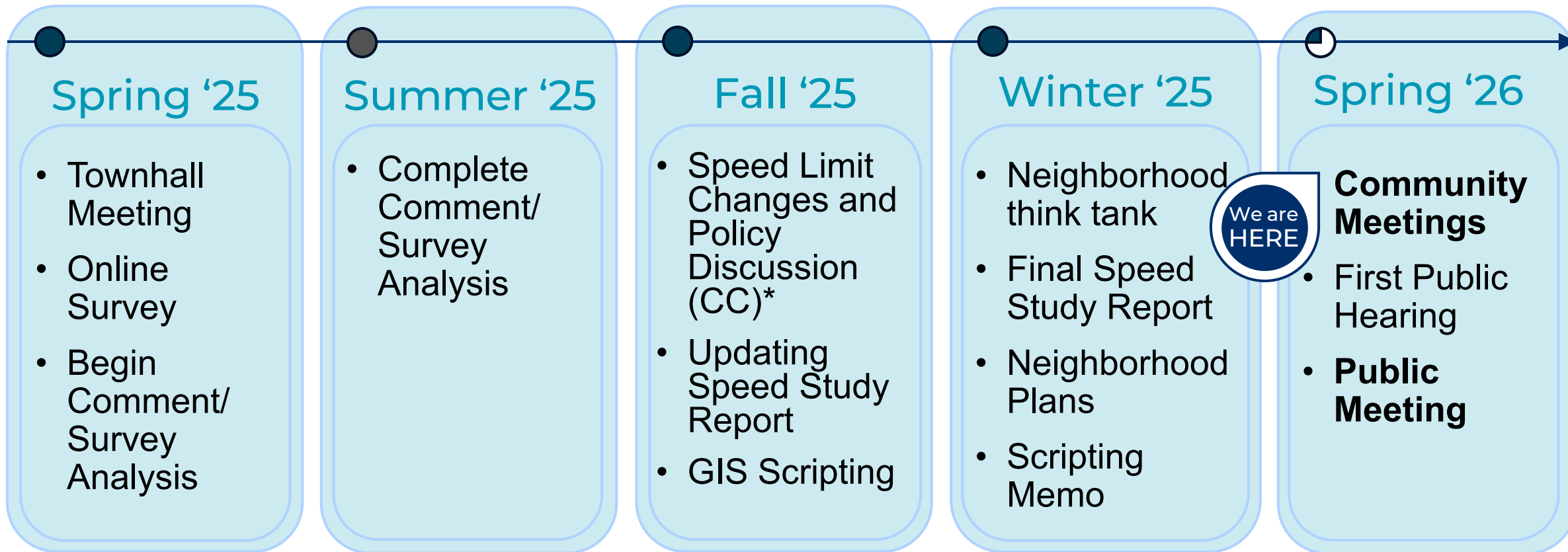


**SCAN ME FOR
MORE INFORMATION**

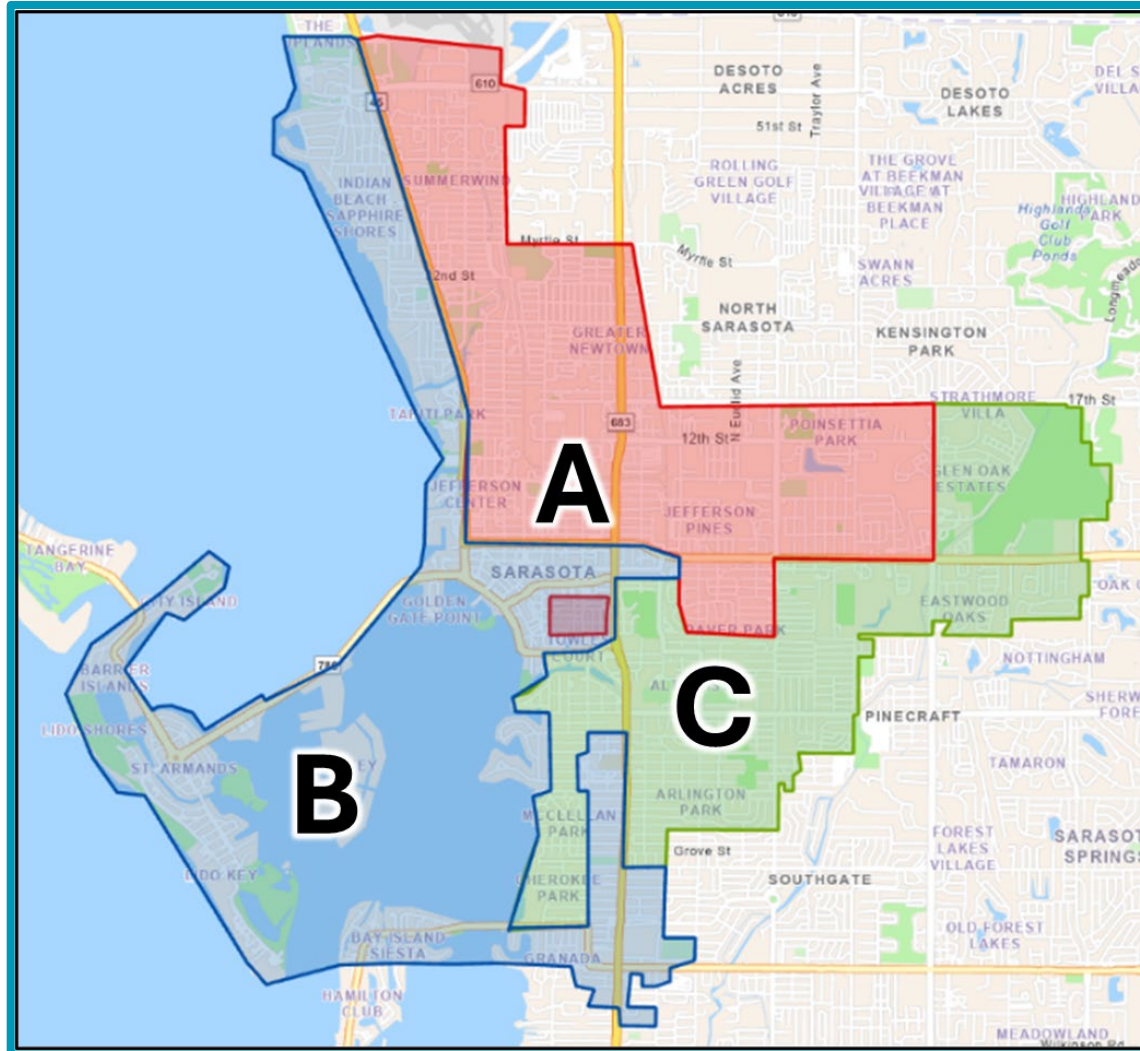


NEXT STEPS

PROJECT SCHEDULE



COMMUNITY MEETINGS



Area A Community Meeting

March 24, 2026

5:00 – 6:30 PM

Robert L. Taylor Complex
1845 John Rivers Street

Area B Community Meeting

March 18, 2026

5:00 – 6:30 PM

Senior Friendship Center
1888 Brother Geenan Way

Area C Community Meeting

March 26, 2026

5:00 – 6:30 PM

Arlington Park Gymnasium
2650 Waldemere Street

CONTACT

PROJECT MANAGER

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Keep in touch! Visit our project website at:

www.SarasotaFL.gov/TrafficCalmingPlan