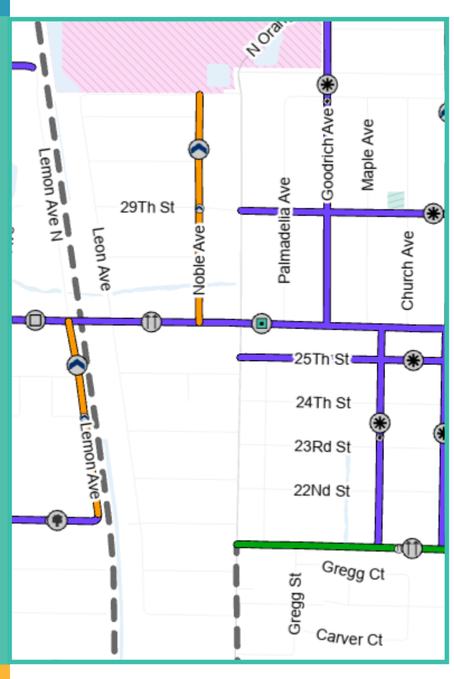
City of Sarasota
Traffic Calming Plan

PROJECT REFINEMENT PROCESS

In March 2026, the project team hosted three meetings to introduce the proposed projects in the draft Traffic Calming Plan. Since then, the project team received **over 169 comments and ideas** from residents. After reviewing, categorizing, and addressing the feedback, the Traffic Calming Plan was shaped into the version that you see today. In a previous iteration, the total cost for the project was approximately $85.4 million, with local-only projects totalling $56.1 million. Based on limited funding, the project team further refined the plan with **the primary purpose of cost savings**. These refinements included:



- All intersection-based projects (roundabouts, signal timing, etc.) that are proposed to take place on County or State maintained roads were reassigned to those County or State roads, where they may have been previously listed on the local street.
- The project list, based on a public comment review, resulted in more tightly defined project geometries.
- The cost estimation process was refined to use a “per unit cost” directly tied to the project geometries.
- Proposed projects that exceeded the expected solution for a given evaluation score range (ex: an eval score of 2 being provided speed bumps), were removed if they were not appropriate based on the solutions matrix.
- Certain solutions were broken into cost tiers based largely on selected implementation materials (paint vs concrete vs permeable pavers, etc.); In all applicable instances, project estimates now assume the lowest available material cost for the sake of implementation, where they had previously assumed the most expensive.

TRAFFIC CALMING PLAN VERSION COMPARISON

	PROJECTS	V1 COSTS	V2 COSTS	% CHANGE
ALL PROJECTS	406	$85.4M	$68M	↓ 20.4%
LOCAL PROJECTS	372	$56.1M	$37M	↓ 34%

QUICK-BUILD EFFICACY

Sarasota’s quick-build treatments have reduced 85th-percentile speeds, with some locations now operating at or below the posted speed limit. Up to a

26%

reduction in the 85th percentile speeds.

Calliandra Drive Lane Narrowing

Calliandra Dr fr Beneva Rd to Circus Blvd

Posted Speed Limit = 25 mph

2024 Stats
- Score = 7
- 85th Percentile = 31 mph

2026 Stats
- 85th Percentile = 24 mph*

This traffic calming project takes into consideration the neighborhood and connections to the Bobby Jones Golf Club Nature Park. This project serves as a way to reduce the road width from 36’ to 20’ while creating a safe space for people to walk and bike.

Morrill Street Choker

Morrill St fr Links Ave to Osprey Ave

Posted Speed Limit = 25 mph

2022 Stats
- Score = 4
- 85th = 21mph
- 6 Crashes (3-yr)

2026 Stats
- 1 Crash (3-yr)

This quick-build project is located on Morrill Street off of US 301. While there wasn’t a speed differential on this roadway, this treatment acts as a gateway, signalling drivers turning from US 301 that they’re entering onto a slower speed road. It also forces the driver’s attention to the road creating safer conditions.

7th Street Choker

7th St fr Caruso Pl to Bailey Rd

Posted Speed Limit = 25 mph

2023 Stats
- Score = 4
- 85th Percentile = 35 mph

2024 Stats
- 85th Percentile = 26 mph*

This project was the first quick-build project in the City of Sarasota. The striping and flexible posts installed work to narrow the width of the roadway at two locations. This indicates to the driver that they must travel slower on the street. The data shows a 9 mph reduction in 85th percentile speeds.

Different data sources were used to obtain the 85th Percentile.

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To learn more, visit the website at **www.SarasotaFL.gov/TrafficCalmingPlan**

City of Sarasota
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PROJECT PRIORITIZATION PROCESS

PRIORITIZATION METRICS

Scoring and prioritization helps to identify which projects best support the goals of the Traffic Calming Plan and reflect community needs and values. By using a consistent set of factors to score each project, they are compared fairly to determine which ones should be implemented first.

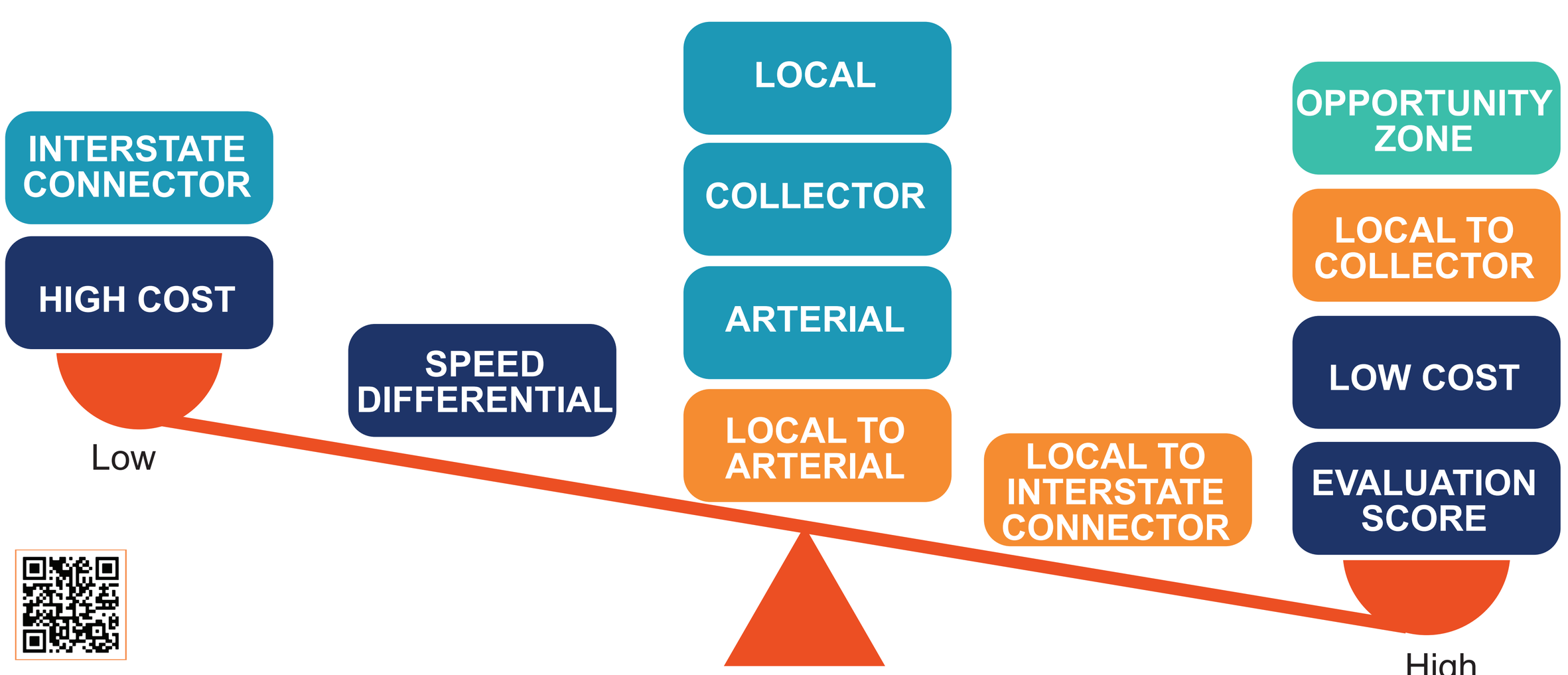
The metrics used in the prioritization process were determined based on the results of the survey. In Spring 2025, over 500 people shared their thoughts on Traffic Calming in the City of Sarasota. One question asked respondents to rank in order of importance different considerations when implementing traffic calming. The results of the survey guided how the prioritization metrics were weighted depending on the importance to the community.

The factors used in the project prioritization process fall within three categories:

1. **CALCULATED VALUES**
2. **CONNECTIVITY**
3. **FUNCTIONAL CLASSIFICATION**
4. **OPPORTUNITY ZONE**

WEIGHTING SCALE

The goal of the traffic calming plan is to **prioritize lowering speeds to 20 mph on local roads** and to **work together to take action where speeding is a problem**. Below is a visual representation of each metric's weighted value. The color of each box is symbolic of its category, as listed above. The orange boxes represent metrics in the Connectivity category, the light blue boxes represent metrics in the Functional Classification category, the Opportunity Zone category is in a teal box, and the metrics in the dark blue boxes are in the Calculated Values category. As depicted in the graphic below, the evaluation score, low cost, a local road connected to a collector road, and whether it's located within an Opportunity Zone were weighted higher. Whereas, high cost and interstate connectors were weighted lower. Separately, additional weighting was given to projects affecting roads with speed differentials between 5mph and 20mph over the posted speed limit.



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City of Sarasota
Traffic Calming Plan

FUNDING STRATEGIES

WHAT'S AVAILABLE

In 2024, voters in the City of Sarasota voted to extend the Penny Sales Tax. This surtax provides funding to finance, plan, and construct infrastructure within the City. The funding for the Penny Sales Tax (Penny IV) provides $2 million over the course of 15 years, ending in Fiscal Year 2040. Penny IV is divided into $100,000 portions annually for the first several years but increases as time progresses.

The Fiscal Years (FY) 2027-2031 Five Year Capital Improvement Program identifies **$100,000 each FY from 2026/27 – 2030/31**. The FY 26/27 funds will be used to purchase and install 20 mph Speed Limit signs for the first round of speed limit reductions approved by City Commission in April 2026.

FUNDING OPPORTUNITIES

LOCAL

Millage Rate

The Commission could approve a millage rate specific to Traffic Calming Plan Project Implementation. This would be collected with the overall millage rate, however, would only be able to accomplish the projects set forth in the TCP.

Neighborhoods

Neighborhoods are able to independently raise money to fund traffic calming projects. This allows neighborhoods to participate directly in the planning process, as well as prioritize the projects they see within their communities. These efforts would need to be closely coordinated with the City but can provide a quicker turnaround than other sources of funding.

Special Assessment Areas

A Special Assessment Area (SAA) sets up a funding mechanism for infrastructure improvements and maintenance within a specific area, either set by the City Commission or petitioned by residents.

Developers

Coordination with developers on funding traffic calming projects around their proposed development is also an available funding option. This mutually beneficial arrangement allows the City to move projects forward while developers also benefit from the safety and infrastructure improvements.

STATE

5-Year Work Program

FDOT Five-Year Work Program is a list of projects under consideration for state or federal funding within the next five years.The City could either recommend certain traffic calming projects on the Federal Aid or State system for inclusion in the Five-Year Work Program or recommend that certain traffic calming measures be included on existing projects that overlap with the Traffic Calming Plan.

Safe Routes to School

Safe Routes to School (SRTS) is a movement that aims to increase the number of children who walk or bike to school by prioritizing projects that make it easier to do so. These projects include addressing infrastructure, like sidewalks and bike lanes, as well as unsafe infrastructure. SRTS, through FDOT, offers a grant program that helps fund safety improvements, like traffic calming measures, within two (2) miles of a school.

FEDERAL

Regional MPO

The Sarasota-Manatee MPO uses a combination of technical analysis and public engagement to develop a list of regionally significant projects that are eligible for available funding through the end of the Long Range Transportation Plan (LRTP), or 2050 in the most recent plan. A long-range transportation plan (LRTP) maps out goals to guide transportation improvements over 25 years. The LRTP also clearly organizes proposed, regionally significant projects and actions required from each level of the government, from federal down to local government.

Discretionay Grants

Federal funding is the most complex funding to obtain. It often takes the longest to receive funds since it involves coordination with multiple government agencies and is often competitive. Safe Streets for All (SS4A) is a US Department of Transportation (USDOT) initiative that provides grants to projects aiming to reduce fatalities and serious injuries on our roads. There are additional discretionary grants that align with the goals and objectives of the Traffic Calming Plan.

Block Grants

Community Development Block Grants can help support eligible infrastructure improvements in low-to-middle income neighborhoods.

To learn more, visit the website at **www.SarasotaFL.gov/TrafficCalmingPlan**

City of Sarasota
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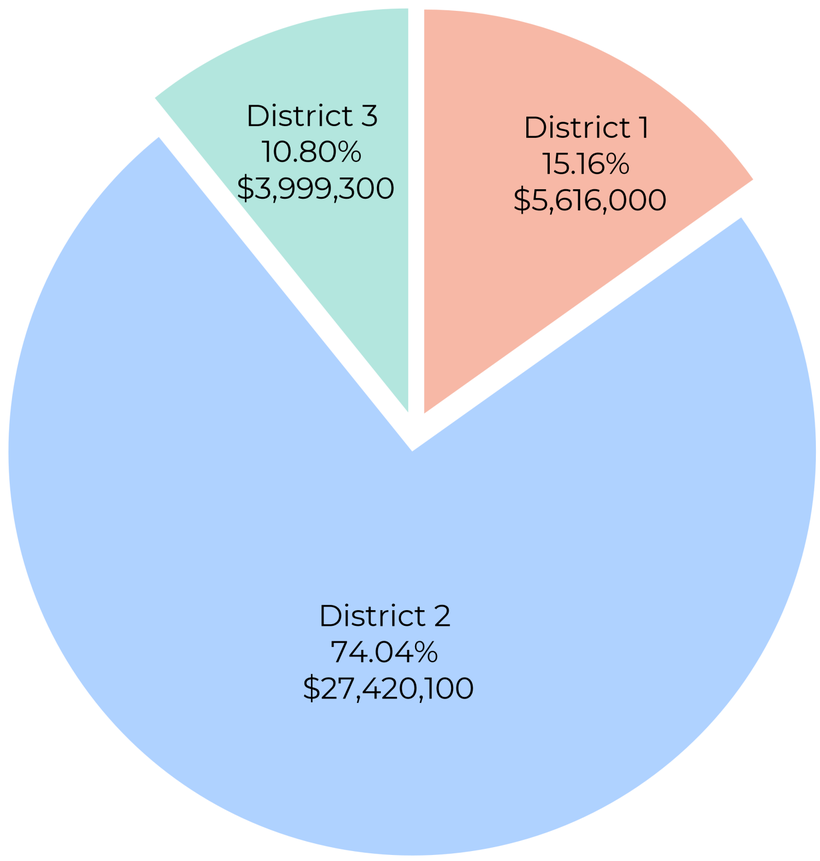
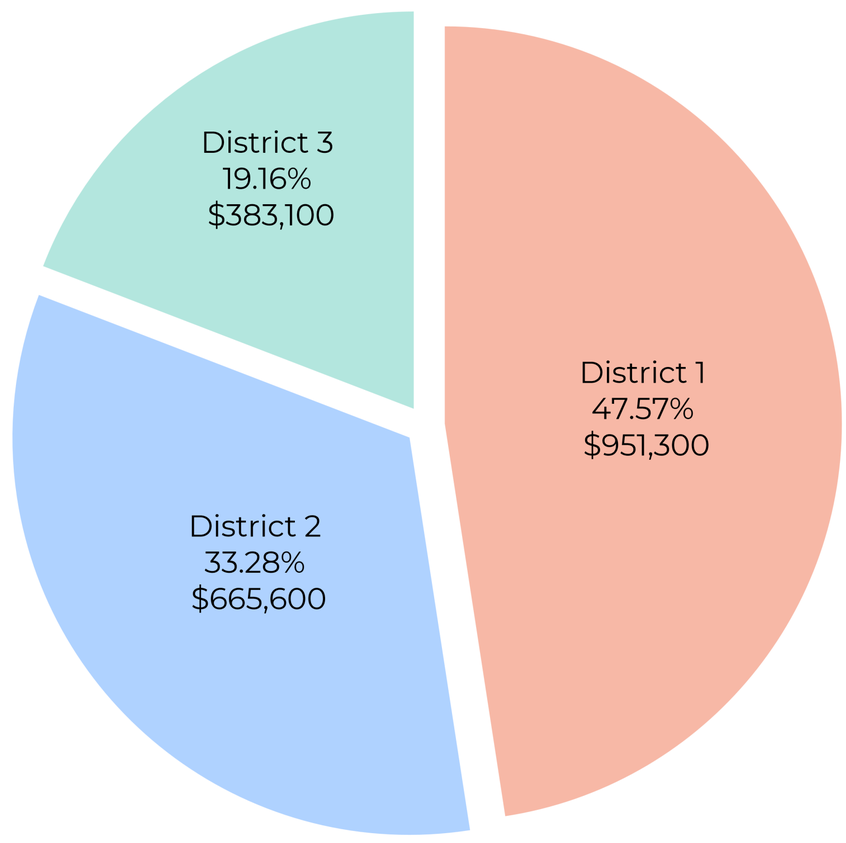
PROJECTS BREAKDOWN

COMMISSION DISTRICTS

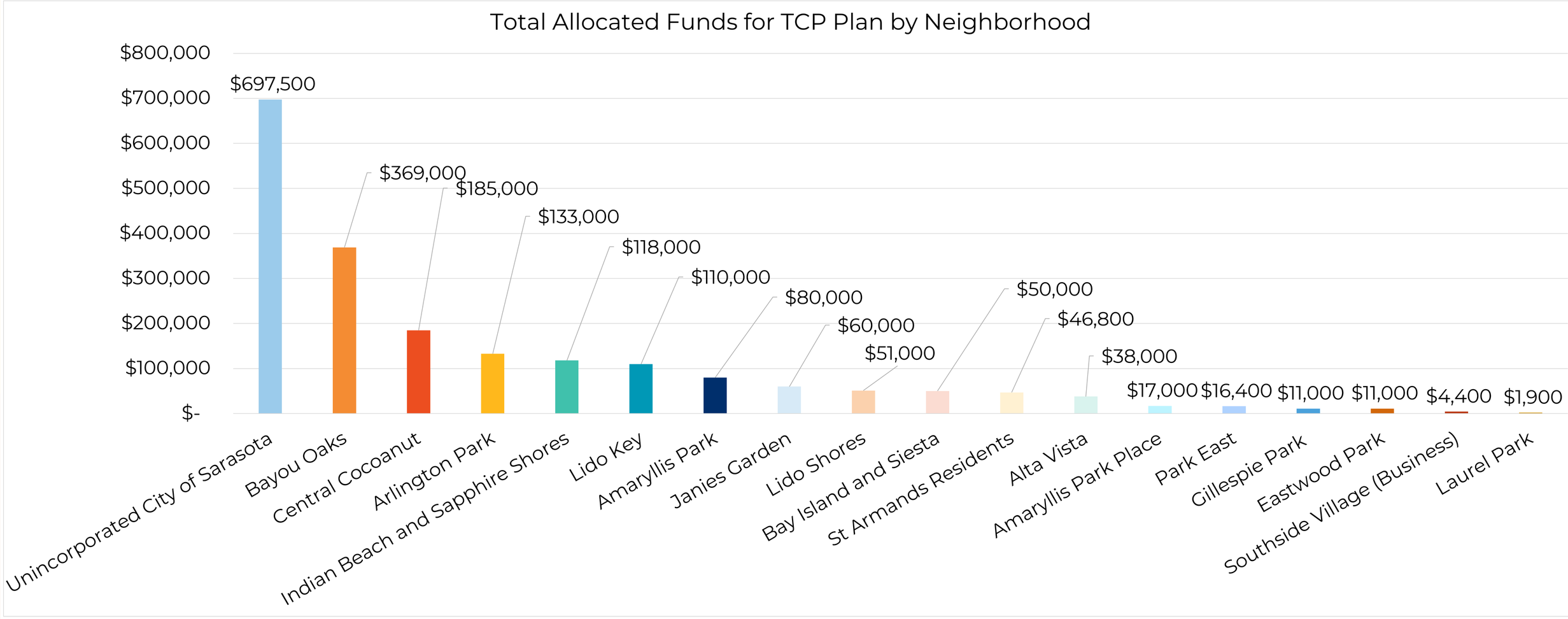
Percent of Total TCP Plan Cost Estimate by Commission District



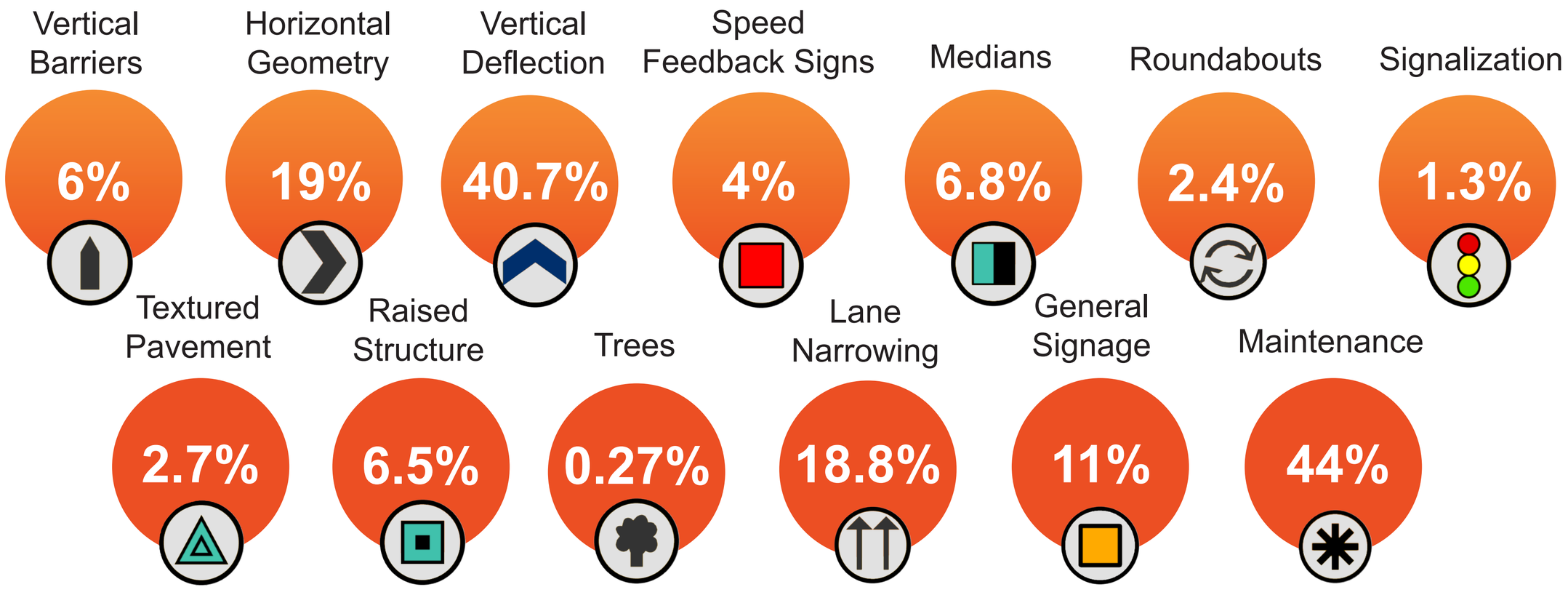
Percent of Funds Allocated Through FY 37/38 by Commission District



PROPOSED 10-YEAR IMPLEMENTATION FUNDING ALLOCATION



PROJECT CATEGORIES



City of Sarasota
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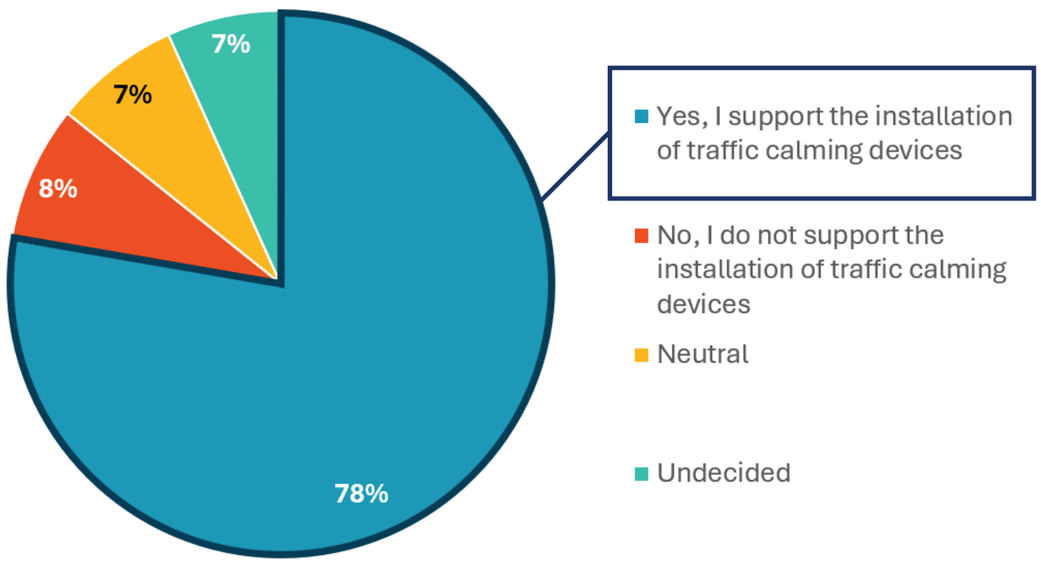
PUBLIC ENGAGEMENT AND OUTREACH

SURVEY RESULTS

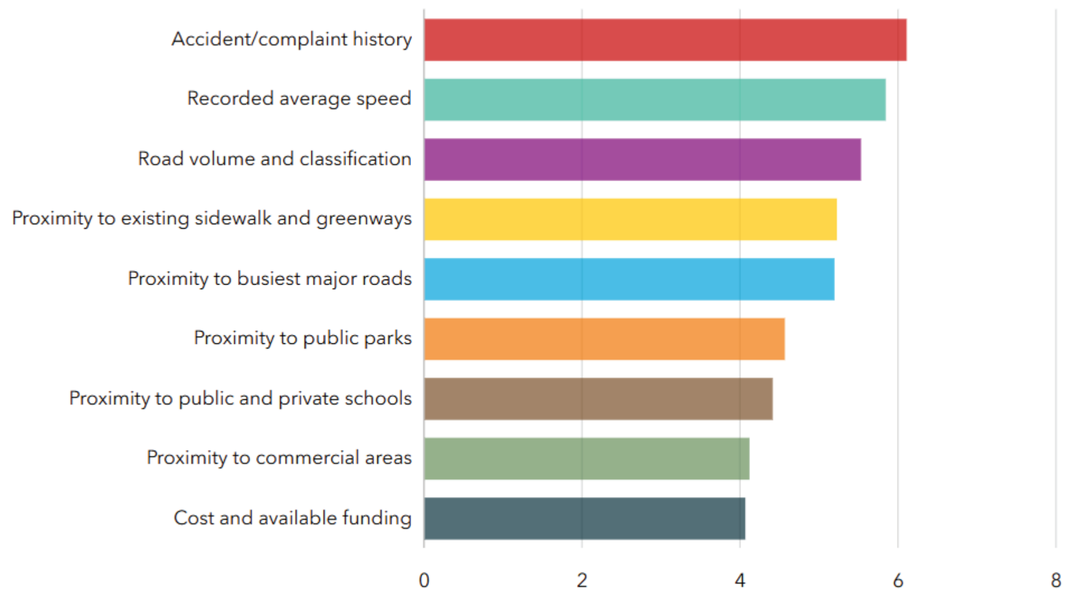
A community survey was conducted as part of the TCP's information gathering efforts in Spring 2025. This survey covered information from demographics and perceived safety to project prioritization. Over **500 people responded** to the survey, with **over 75%** of respondents **in favor** of implementing traffic calming plans in their neighborhood.

TRAFFIC CALMING SUPPORT

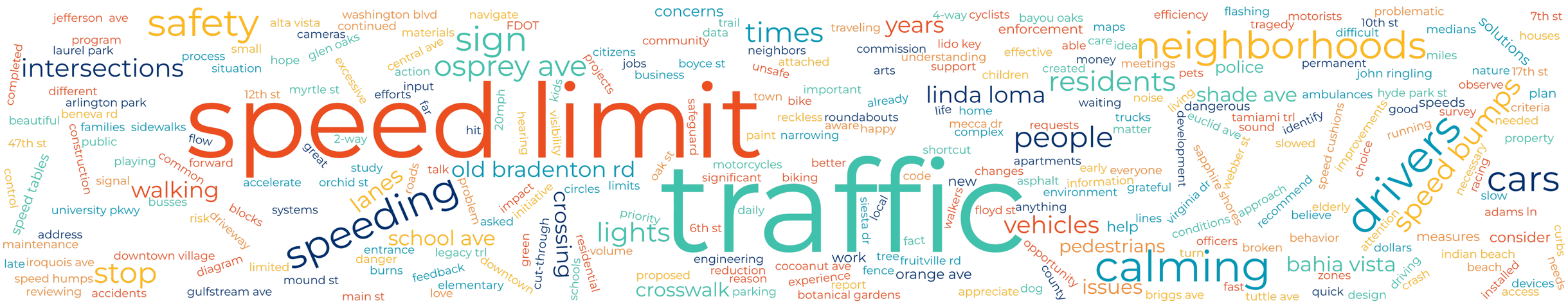


PROJECT PRIORITIZATION FACTORS

These responses helped inform the project prioritization process



MARCH MEETINGS COMMUNITY WORD CLOUD



OUTREACH BY THE NUMBERS

500 Survey Respondents
12 Presentations
1 Town Hall
2 Commissioner Corner Videos
1 Commission Meeting
3 Community Meetings
169 Comments Received
>600 people reached

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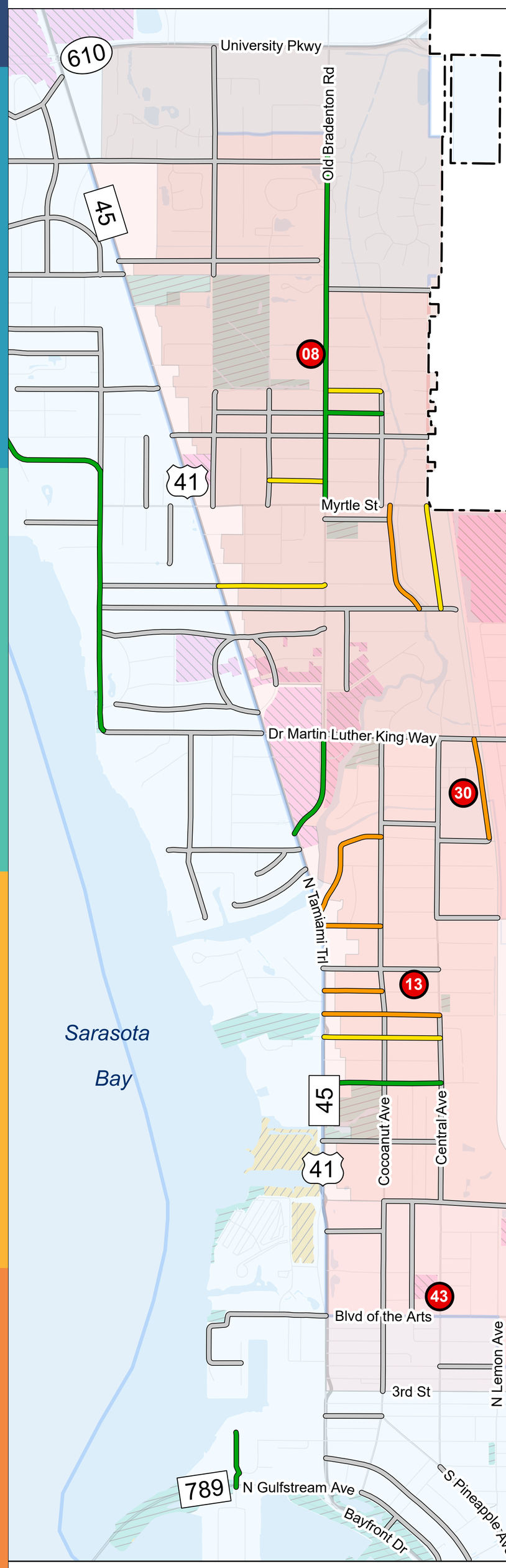
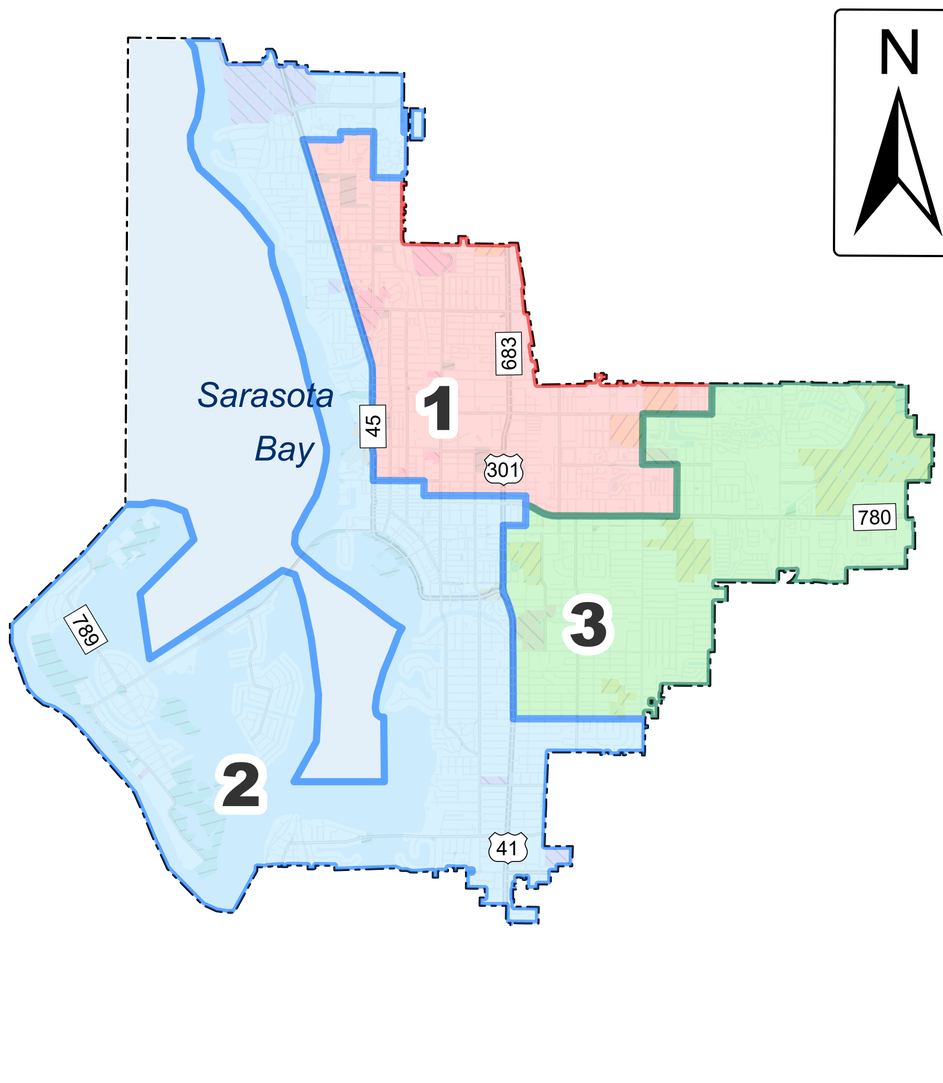
City of Sarasota
Traffic Calming Plan

DISTRICT 1 MAP





Legend

Implementation Year

- FY 27/28; FY 28/29; FY 29/30; FY 30/31
- FY 31/32; FY 32/33; FY 33/34
- FY 36/37; FY 35/36; FY 37/38
- FY 38+

Neighborhoods

- 02,Amaryllis Park
- 03,Amaryllis Park Place
- 08,Bayou Oaks
- 13,Central Cocoanut
- 20,Gillespie Park
- 30,Janies Garden
- 32,Jordans Crossing
- 40,Park East
- 41,Poinsettia Park
- 43,Rosemary District

Municipal Boundaries

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

Note: DRAFT MAP; FDOT & County Roads Omitted

Source: SRQ - GIS

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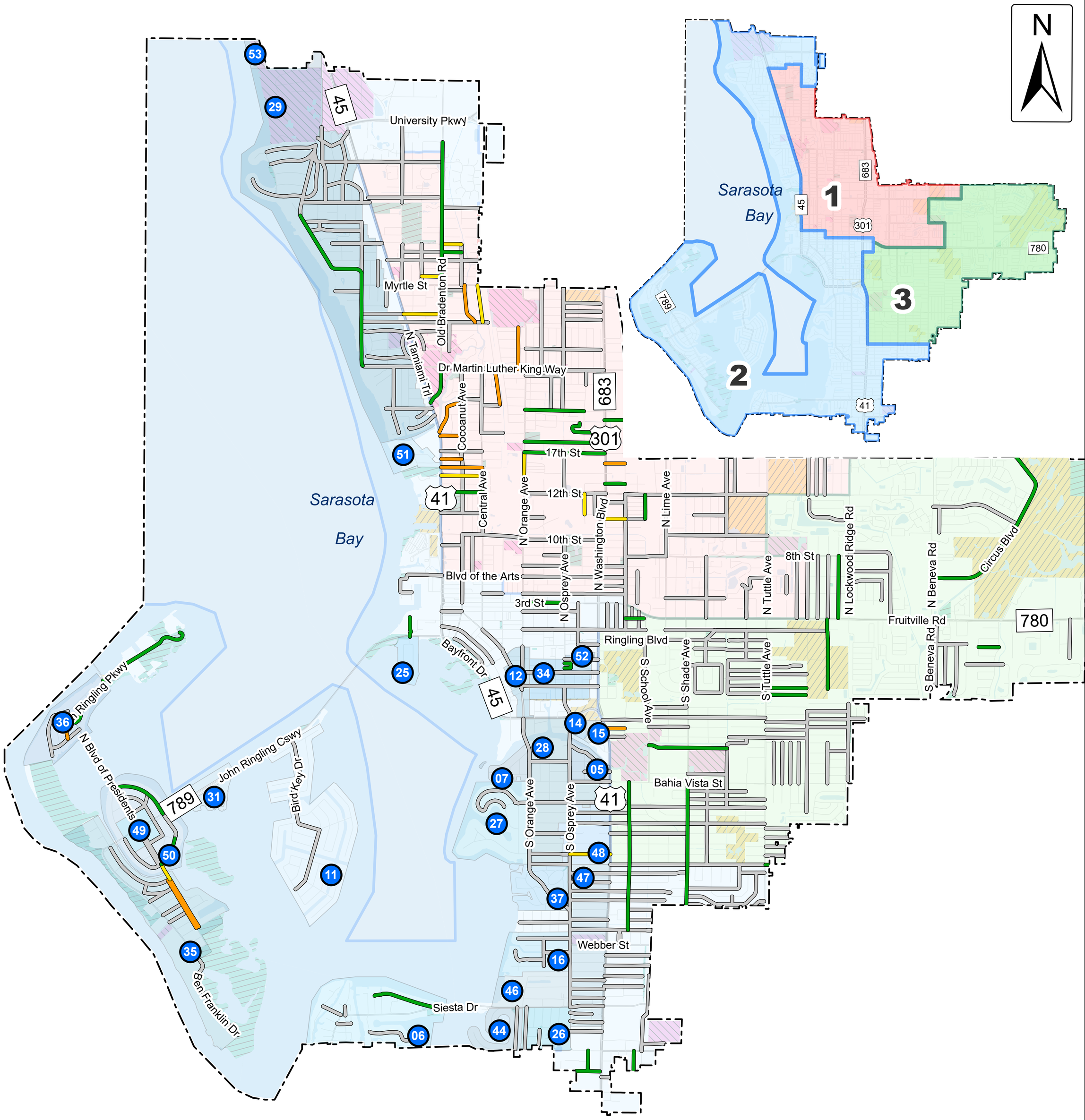
City of Sarasota
Traffic Calming Plan

DISTRICT 2 MAP



Legend

Implementation Year

- FY 27/28; FY 28/29; FY 29/30; FY 30/31
- FY 31/32; FY 32/33; FY 33/34
- FY 36/37; FY 35/36; FY 37/38
- FY 38+

Neighborhoods

- 05,Avondale
- 06,Bay Island and Siesta
- 07,Bay Point Park
- 11,Bird Key
- 12,Burns Square and Court
- 14,Central Park I
- 15,Central Park II
- 16,Cherokee Park
- 25,Golden Gate Point
- 26,Granada
- 27,Harbor Acres
- 28,Hudson Bayou
- 29,Indian Beach and Sapphire Shores
- 31,John Ringling
- 34,Laurel Park
- 35,Lido Key
- 36,Lido Shores
- 37,McClellan Park
- 44,San Remo
- 46,Shoreland Woods
- 47,South Poinsettia Park
- 48,Southside Village (Business)
- 49,St Armands Circle (Business)
- 50,St Armands Residents
- 51,Tahiti Park
- 52,Towles Court
- 53,Uplands

Municipal Boundaries

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

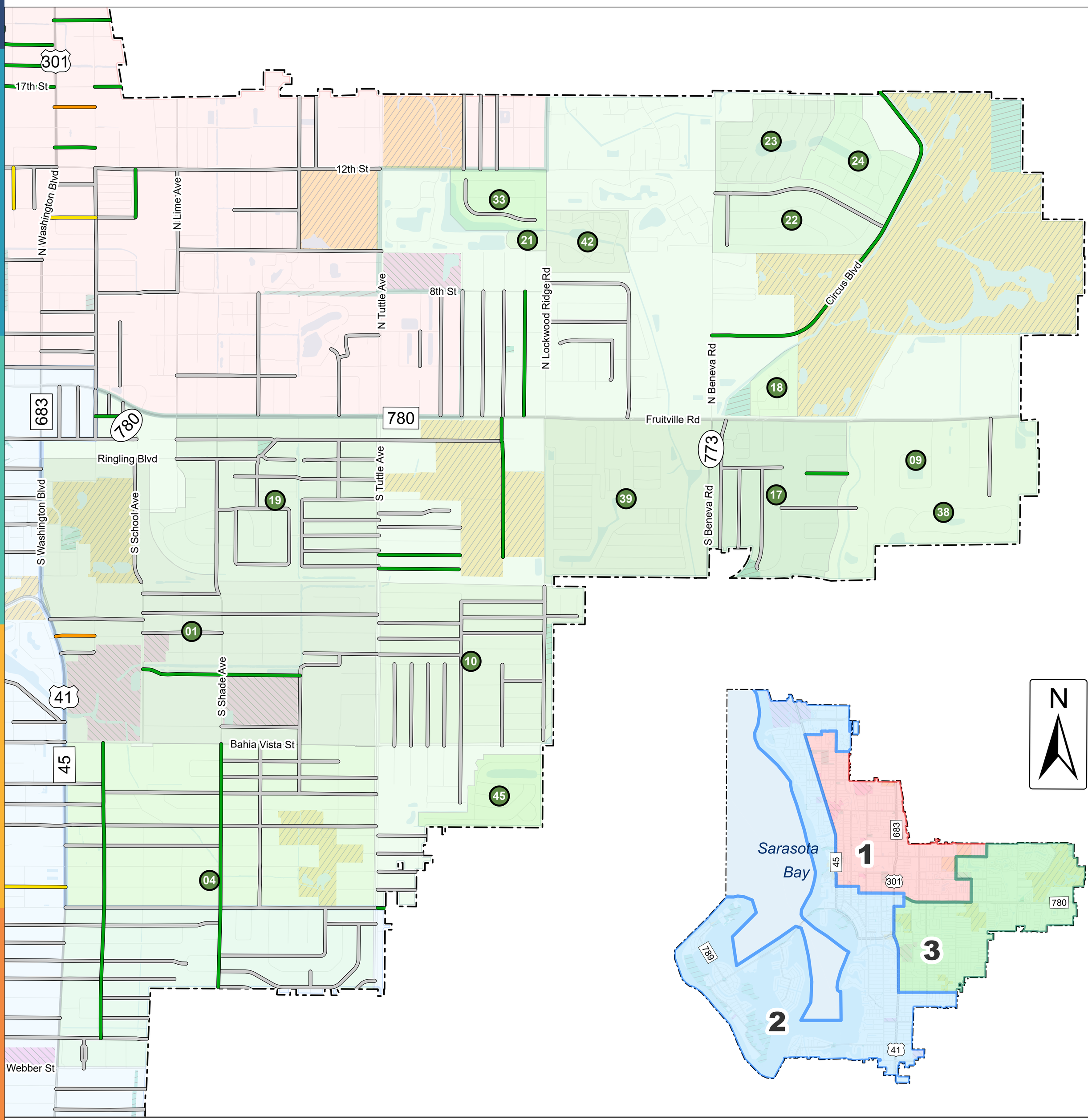
Note: DRAFT MAP; FDOT & County Roads Omitted

Source: SRQ - GIS

Map Date: 8/27/2026 4:42 PM

City of Sarasota
Traffic Calming Plan

DISTRICT 3 MAP



Legend

Implementation Year

- FY 27/28; FY 28/29; FY 29/30; FY 30/31
- FY 31/32; FY 32/33; FY 33/34
- FY 36/37; FY 35/36; FY 37/38
- FY 38+

Neighborhoods

- 01,Alta Vista
- 04,Arlington Park
- 09,Beechwood Estates
- 10,Bellevue Terrace
- 17,Eastwood Park
- 18,Fairway Oaks
- 19,Gardens of Ringling Park
- 21,Glen Elyn
- 22,Glen Oaks Estates
- 23,Glen Oaks Manor
- 24,Glen Oaks Ridge
- 33,Lake Ridge
- 38,McIntosh Meadows
- 39,Oakwood Manor
- 42,Ramblewood
- 45,Saralake

Municipal Boundaries

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

Note: DRAFT MAP; FDOT & County Roads Omitted

Source: SRQ - GIS

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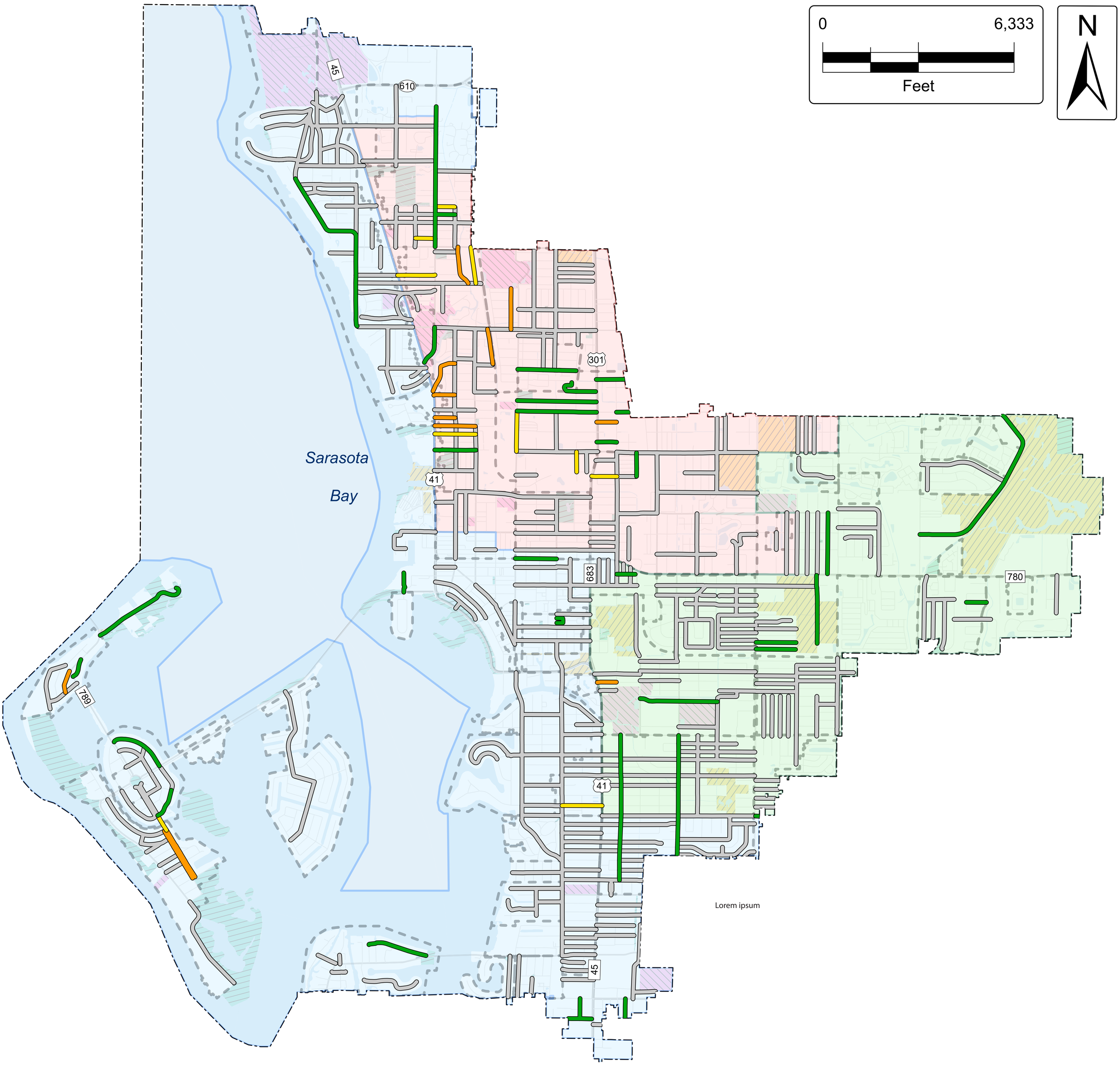
City of Sarasota
Traffic Calming Plan
PROPOSED IMPLEMENTATION PLAN MAP
Fiscal Years 2027/28 - 2037/38



Legend

Implementation Year
- FY 27/28; FY 28/29; FY 29/30; FY 30/31
- FY 31/32; FY 32/33; FY 33/34
- FY 36/37; FY 35/36; FY 37/38
- FY 38+

Commission Districts
- 1
- 2
- 3

Boundary Lines
- Neighborhood

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

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Note: DRAFT MAP; FDOT & County Roads Omitted

Source: SRQ - GIS

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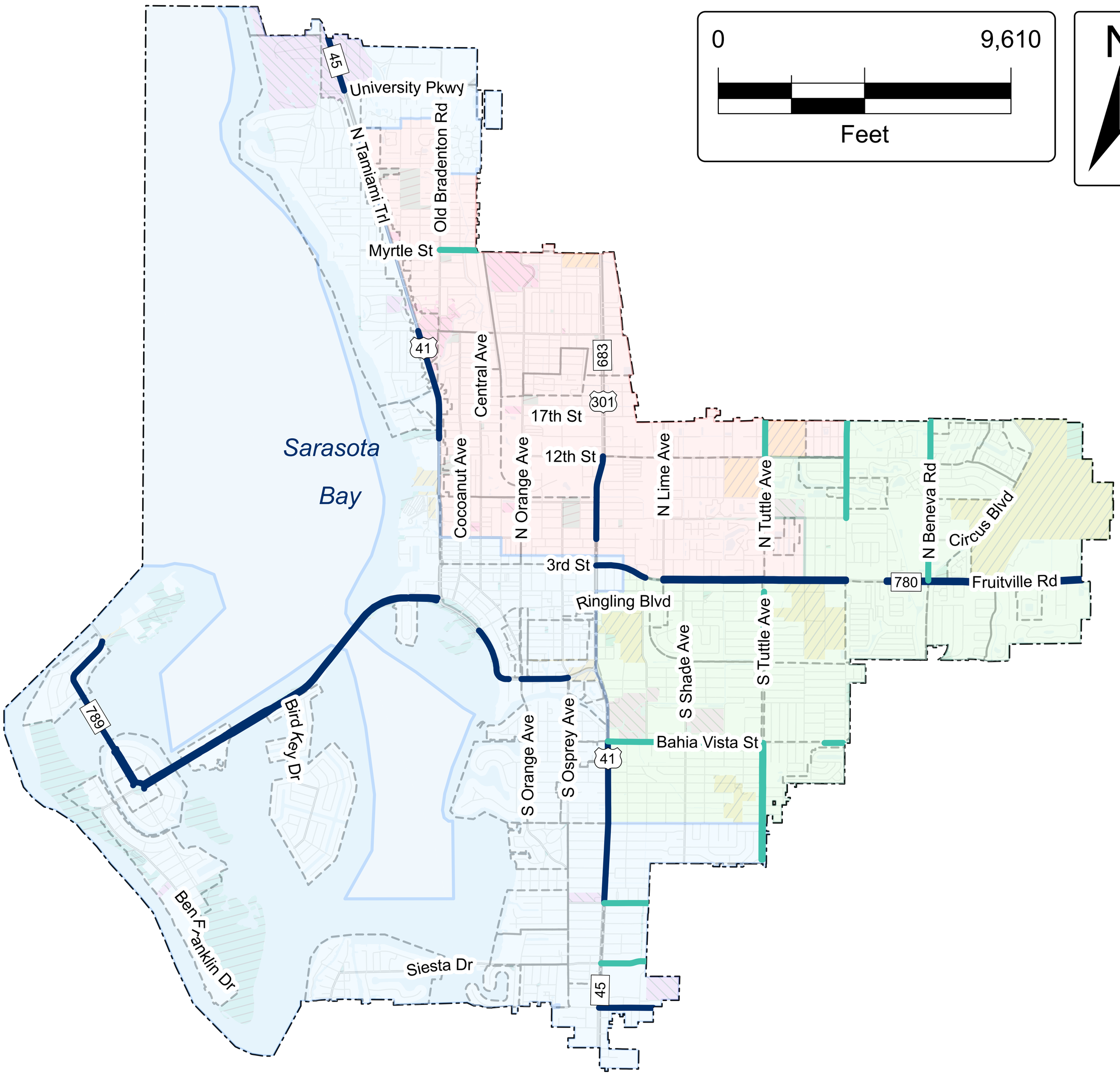
City of Sarasota
Traffic Calming Plan

STATE AND COUNTY ROADS MAP



Legend

Project Jurisdiction

- FDOT
- Sarasota County

Municipal Boundaries

- Facilities
- Parks
- Water Bodies
- Schools
- Neighborhood Boundaries
- City of Sarasota Municipal Limits

Note: DRAFT MAP; Local Roads Omitted

Source: SRQ - GIS

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