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## **AMENDMENT DESCRIPTION**

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Comprehensive Plan Amendment 2010-01-D is a County-initiated amendment to the Transportation Chapter to address adopted roadway level of service (LOS) standards, by revising policies, tables and maps and supporting data and analysis. This Amendment is intended to make the transportation Chapter consistent with State growth management changes since adoption of the 2006- Evaluation and Appraisal Report based amendments.

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## **STAFF RECOMMENDATION**

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Staff recommends approval of Comprehensive Plan Amendment 2010-01-D. Authorize the Chairman's signature on the resolution transmitting proposed Comprehensive Plan Amendment 2010-01-D to the Sarasota County Board of County Commissioners with a recommendation for approval and to defer transmittal to the Board of County Commissioners until action has been taken on all amendments in Comprehensive Plan Amendment Cycle 2010-01.

# COMPREHENSIVE PLAN AMENDMENT STAFF REPORT

## BACKGROUND

CPA 2010 – D is needed to address adopted levels of services (LOS). Pursuant to State statutes requires amending transportation policies and tables related to adopted LOS. The intent is to provide identification and nomenclature consistent with State growth management changes since adoption of the 2006 Evaluation and Appraisal Report based Comprehensive Plan amendments. Currently, the County has policies adopting LOS C for County-maintained roads and adopting the State recommended LOS for State-maintained roadways, typically LOS D for urban arterial roadways. Transportation policies also identify exceptions to these defaults by reference to a table of backlogged and constrained facilities.

"Financial feasibility" means that sufficient revenues are currently available or will be available in the 5-year period for financing capital improvements which are adequate to fund the projected costs of the capital improvements identified in the Comprehensive Plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. A schedule of capital improvements which includes publicly funded projects, and which may include privately funded projects for which the local government has no fiscal responsibility, necessary to ensure that adopted level-of-service standards are achieved and maintained. The capital improvements element must be reviewed on an annual basis and modified as necessary in accordance with s. 163.3187 or s. 163.3189 in order to maintain a financially feasible 5-year schedule of capital improvements.

State financial feasibility requires that the Comprehensive Plan include capital improvements required to achieve and maintain adopted levels of service. Any required capacity improvement should either be programmed, or the LOS on the related roadway should be reduced. This implies that our current comprehensive plan could be deemed non-compliant with the new guidelines. At a minimum, the County should provide an amendment other-than-default LOS table to eliminate backlogged facilities and make related policy changes to ensure consistent use of terminology. Staff proposes to replace the backlogged and constraint facilities with non-conforming roadways.

## ANALYSES

Non-Conforming Roadways are Thoroughfare Road segments that are not projected to meet the adopted Level of Service (LOS) standards in the 5-year period, currently 2014. The procedure for determining a non-conforming road is described in the paragraphs below.

First, annual growth rates of all Thoroughfare Roads were determined using the 2006 to 2008 AADT. The growth rates were validated by representing growth rates less than or equal to 0.5 percent as 0.5 percent. Growth rates greater than or equal to 5 percent were also represented as 5 percent.

Second, the 2014 AADT was projected using the annual growth rate. A table of roadway segments and their design hour volumes were tabulated for all Thoroughfare Roads.

Finally, the LOS was determined for all segments by adjusting the LOS standards in recognition of the conservative nature of the Highway Capacity Manual's Generalized LOS methodology. The threshold volumes for LOS standards C, D, and E were increased by 15 percent.

Based on this adjustment, staff determined all roadway segments projected to be deficient in 2014. Under the State's requirement for financial feasibility, all Thoroughfare Road segments projected to be deficient in the 5-year period are proposed to be shown in the County's Comprehensive Plan as Non-Conforming Roads.

## PROPOSED AMENDMENT

**Note:** The proposed changes to the Transportation Chapter support text, policies, tables, maps and figures, and appendices are shown in ~~strikethrough~~ and underline format.

### TRANSPORTATION

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#### Traffic Circulation Sub-Element

#### Analysis

##### Analysis of Existing Conditions

Staff used the County's generalized level of service tables to estimate ~~2003~~ 2008 operating conditions on all thoroughfares within Sarasota County. Included in this analysis is the incorporation of peak direction levels of service for roads. Sarasota County's LOS methodology includes a somewhat simplified version of the ~~Highway Capacity Manual 2000~~ HCM signalized intersection and urban arterial analysis procedures. In specific applications, actual traffic conditions, signal characteristics, and roadway geometry are taken into consideration. In the County's generalized LOS tables, the County uses average values for each facility type. This results in LOS tables based on uniform and individually symmetrical road segments. While the current analysis procedures rely on ~~2003-2008~~ traffic data and ~~Highway Capacity Manual 2000~~ the HCM methods, the County will continue to update the analysis procedures as necessary to incorporate the best available data and professionally accepted practices.

Table 6-1, "Peak-Hour Roadway LOS by Jurisdiction" presents a comparison between the State and County systems, displaying the total lane miles operating below LOS "D" peak hour and LOS "E" peak hour for each jurisdiction. A list of deficient road segments, based on a LOS standard of "C" peak hour for County roadways and the adopted FDOT LOS for State roads, is provided in Table 6-2, "Deficient Roadways, ~~2003-2008~~." The column labeled "Default LOS" is the default or desired operating standard for each roadway before application of any exceptions as may be specified in the ~~constrained and backlogged~~ Non-Conforming facilities table.

## Traffic Circulation Sub-Element

### Analysis

#### Adoption of Roadway Levels of Services

Although the level of service standard described above provides an overall goal toward which the County can strive, the adoption of a level of service as high as "C" peak hour, based on a 100th highest hour design criteria, for ~~constrained and backlogged~~ Non-Conforming roadways would not be environmentally or financially feasible. Non-conforming facilities are the thoroughfares that are projected not to meet the adopted level of service standards in the 5-Year Schedule of Capital Improvements by an increase in threshold volumes by 15 percent. ~~Constrained County non-conforming~~ roadways are defined as exhibiting a level of service lower than the adopted standard and not being able to attain the adopted standard because prohibitive costs or environmental limitations prevent the construction of at least two additional through lanes. ~~Backlogged County roadways are defined as roadways operating below the adopted standard which do not have prohibitive financial or environmental constraints but are not scheduled for major capacity improvement in the County's Five Year Schedule of Capital Improvements.~~ Thus, the LOS for Non-Conforming constrained roadways, i.e. prohibited due to physical or other policy limitations or backlogged roadways, ~~i.e. currently unfunded in 5-Year Schedule of Capital Improvements,~~ is to maintain the current level of service with minimal degradation.

Between U.S. 301 and I-75, University Parkway lies along the Manatee/Sarasota County line. The generalized level of service data of Table 6-2 shows University Parkway between ~~U.S. 301 Whitefield Avenue~~ and I-75 to have been operating at level of service (LOS) D in ~~2003, 2008~~. University Parkway has been constructed as a six-lane divided arterial roadway and is not planned to be widened to include additional general purpose lanes. Also, University Parkway has an adopted LOS "D" for purpose of evaluating transportation concurrency in Manatee County and absent any indication to the contrary, the County would have an adopted LOS "~~C~~" "D" for Sarasota County concurrency purposes. To resolve this discrepancy, to acknowledge current operating conditions, and based on the interlocal agreement with Manatee County regarding access control and maintenance responsibilities for University Parkway, Sarasota County considers the adopted LOS on University Parkway to be "D" for evaluating transportation concurrency. Therefore, a segment of University Parkway has been included in "Table 6-5: Designated ~~Backlogged and Constrained non-conforming~~ Roadways in Sarasota County" as constrained at LOS D. (RU-131, Ord No. 2008-033, March 14, 2008)

The adoption of a level of service standard for State roadways must consider the standard adopted by FDOT. If the County were to adopt a higher level of service standard on State roadways, the burden would rest on the County to prove that such a LOS could be maintained. The County's acceptance of ~~constrained and backlogged non-conforming~~ roadways on both the State and County systems, however, presumes an additional responsibility on the part of the County in its review and approval of development orders: to base such decisions on maintaining the existing level of service of such roadways and to not allow the existing operating conditions to be degraded.

One strategy for maintaining roadway conditions on ~~constrained and backlogged non-conforming~~ facilities is the adoption of Impact Management Plans developed in coordination with FDOT, the MPO, the Southwest Florida Regional Planning Council (SWFRPC), and other affected jurisdictions.

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### Traffic Circulation Sub-Element

#### Analysis

##### Accident Frequency Data

In 1998, Sarasota County Public Works began preparing and publishing an annual "Crash Analysis for Sarasota County." In the report, emphasis is placed on crash rates and types at intersections. Table 6-3 Accident Frequency Data at Intersections is a summary of the 1997 through ~~2003-2006~~ reports with information regarding the locations with the highest crash rates. Total crashes per year and crashes per one million entering vehicles (MEV) are presented. The intersection data are sorted based on the average crash rate over the seven-year analysis period. These applicable accident frequency data provide only one factor in the analysis used to identify needed roadway or intersection improvements

##### Future Roadway Levels of Service

A projection of future LOS was performed for the year ~~2010~~ 2014. In addition to the existing road network, road projects which are scheduled for completion by the end of ~~2010~~ 2014 were incorporated in the analysis. These additions included those projects in the road construction program listed in the County's adopted FY~~2005~~2009 FY~~2009~~2013 Capital Improvements Program; other projects identified in the MPO's adopted Transportation Improvement Program; and State projects in FDOT's adopted 5-Year Work Program. Future traffic volumes were projected for the ~~2010~~ 2014 road network by applying growth factors based on historical traffic counts from ~~2000~~2005 to ~~2003~~ 2008. The growth rates were adjusted by representing rates less than 0.5 percent as 0.5 percent and rates above 5 percent as 5 percent. Note that this procedure has the inherent assumption that 2000 to 2003 historical growth will continue through ~~2010~~ 2014 without restraint.

~~However, i~~ If all of the assumptions ~~made in this 2010 evaluation procedure~~ hold true, roadways listed in Table 6-4, "Projected Deficient Roadways, ~~2010~~ 2014", and shown on Figure 6-8, "Projected Deficient Roadways, ~~2010~~ 2014", ~~will be deficient~~ are projected not to meet the adopted levels of service in ~~2010~~ 2014. Some of the projected ~~2010~~2014 deficient roadways are currently operating at or above LOS "C" during the peak hour, based on a 100th hour design criteria, or, where applicable, the adopted FDOT LOS standard. ~~At this time, these roadways do not warrant special consideration as constrained or backlogged facilities.~~ The roadways which are listed in both Table 6-2, "Deficient Roadways, ~~2003~~2008", and in Table 6-4, "Projected Deficient Roadways, ~~2010~~2014", are the only ones that are candidate ~~constrained or backlogged non-conforming facilities~~. Table 6-2 contains the results of a generalized Level of Service analysis. To develop ~~a final constrained and backlogged facilities list~~ the list of non-conforming facilities, staff ~~also~~ takes into consideration ~~detailed analysis~~ the conservative nature

~~of the Highway Capacity Manual's (HCM) generalized level of service methodology and scheduled improvements that will affect level of service on the candidate facilities. For the conservative approach, the threshold volumes for LOS standards C, D, and E were increased by 15 percent.~~ Often a better level of service is found than would be predicted using generalized level of service methods alone. Table 6-5, "Designated ~~Constrained and Backlogged Non-Conforming~~ Roadways in Sarasota County", includes the effects of the supplemental analysis and scheduled improvements and is therefore a subset of the candidate list. In Table 6-5, the "Default LOS" column represents the standard, desired operating level of service for each roadway. The "~~B/C~~ LOS Non-Conforming LOS" is the adopted level of service specified based on the level of service analysis and programmed improvements. ~~The "Status" column indicates whether the lower adopted LOS is due to backlogged improvements, suggesting a better LOS may be restored at the time of future but currently unfunded improvements, or if it is constrained, meaning there are no potential improvements to provide better operating conditions.~~

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### Goals, Objectives, and Policies

#### TRAN Policy 1.3.2.

Sarasota County shall adopt and maintain a Level of Service (LOS) standard of "C" peak hour, based on a 100th hour design criteria (hereafter referred to as LOS "C"), for all County maintained arterials and collectors ~~except those roadways which have been designated as either constrained or back-logged non-conforming facilities. Constrained County facilities are defined as roadways operating below LOS "C" which are not capable of attaining LOS "C" because prohibitive costs or environmental limitations prevent the construction of at least two additional through lanes. non-conforming Backlogged County facilities are defined as roadways operating below the LOS "C" standard and which do not have prohibitive financial or environmental constraints but~~ are not scheduled for major capacity improvements in the County's Five Year Schedule of Capital Improvements (Table 10-3 in the Capital Improvements Chapter). For the purposes of implementing this Policy, the designated ~~constrained and backlogged~~ non-conforming County facilities are listed in Table 6-5.

#### TRAN Policy 1.3.3.

The minimum level of service standards adopted by Sarasota County for roads designated on the State Highway System and under the jurisdictional responsibility of the Florida Department of Transportation shall be based on and consistent with the statewide minimum level of service standards set forth in Chapter 14-94, Florida Administrative Code, and contained in Appendix F D, Section 3. Any future changes in the State operating level of service standards by the Florida Department of Transportation will require consideration of a Comprehensive Plan amendment to ensure continued consistency with the state standards. For the purposes of implementing this Policy, the designated ~~constrained and backlogged~~ non-conforming State facilities are listed in Table 6-5.

## LIST OF TABLES AND FIGURES

**Table 6-1: ~~2003~~ 2008 Peak Hour Roadway LOS by Jurisdiction**

Jurisdiction	Total	LOS D, E, or F		LOS E or F	
	Lane Miles	Lane Miles	Percent by Jurisdiction	Lane Miles	Percent by Jurisdiction
State	<del>612634</del>	<del>209195</del>	<del>34.2%</del> <del>30.7%</del>	<del>40972</del>	<del>17.8%</del> <del>11.3%</del>
Sarasota County	<del>592612</del>	<del>40873</del>	<del>48.2%</del> <del>11.9%</del>	<del>2615</del>	<del>4.4%</del> <del>2.5%</del>
Total Lane Miles	<del>1,2041,247</del>	<del>317268</del>	<del>26.3%</del> <del>21.5%</del>	<del>43587</del>	<del>41.2%</del> <del>7.0%</del>

Notes:

(1) Table reflects existing roadway conditions plus funded roadway capacity improvements.

(2) Level of Service based on adopted LOS methodology presented in Appendix F, Section 2.

Source: Sarasota County Public Works, ~~2005-2009~~

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
17th Street	U.S. 301	N East Ave	City/Sar	D	C
17th Street	Beneva	Prudence	County	D	C
Bahia Vista Street	U.S. 41	Shade	City/Sar	E	C
Bahia Vista Street	Shade	Euclid	City/Sar	F	C
Bahia Vista Street	Euclid	Tuttle	City/Sar	F	C
Bahia Vista Street	Kaufman	Beneva	County	D	C
Bee Ridge Road	I-75	Mauna Loa	County	F	C
Bee Ridge Road	Mauna Loa	Sarasota Club	County	F	C
Bee Ridge Road	Sarasota Club	Golf	County	F	C
Bee Ridge Road	Club	Bent Tree	County	D	C
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	F	D
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	F	D
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	F	D
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	F	D
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	F	D
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	F	D
Beneva Road	Circus	Fruitville	Co./Sar	D	C
Beneva Road	Bahia Vista	Riviera Dr	County	D	C
Beneva Road	Riviera Dr	Webber	County	D	C
Beneva Road	Bee Ridge	Wilkinson	County	D	C

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
Beneva Road	Wilkinson	Proctor	County	D	C
Beneva Road	Clark	Kingston	County	D	C
Cattlemen Road	Fruitville	N. Packinghouse	County	D	C
Cattlemen Road	Palmer	Bahia Vista	County	F	C
Cattlemen Road	Colonial Oaks	Webber	County	D	C
Cattlemen Road	Webber	Countrywood	County	F	C
Cattlemen Road	Countrywood	Cattleridge Blvd	County	E	C
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	F	C
Cattlemen Road	Bee Ridge	Center Pointe	County	F	C
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	F	D
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	F	D
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	F	D
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	F	D
Fruitville (SR 780)	Cattlemen	I-75	FDOT	F	D
Fruitville	I-75	Coburn S	County	F	C
Fruitville	Coburn S	East Road	County	F	C
Fruitville	East Road	Tatum	County	F	C
Fruitville	Tatum	Sarasota Center Blvd	County	D	C
Gantt Road	Proctor	Ashton	County	D	C
Gantt Road	Ashton	Clark	County	D	C
Honore Avenue	University	Desoto	County	D	C
Honore Avenue	Desoto	Longmeadow	County	D	C
Honore Avenue	Taywood	17th	County	E	C
Honore Avenue	17th	Richardson	County	F	C
Honore Avenue	Richardson	Fruitville	County	F	C
Honore Avenue	Proctor	Ashton	County	D	C
Honore Avenue	Ashton	Clark	County	D	C
I-75 (SR 93)	University	Fruitville	FDOT	D	C
I-75 (SR 93)	Fruitville	Bee Ridge	FDOT	D	C
I-75 (SR 93)	Clark	SR 681	FDOT	C	B
I-75 (SR 93)	SR 681	Laurel	FDOT	C	B
I-75 (SR 93)	Laurel	Jacaranda	FDOT	C	B
I-75 (SR 93)	Jacaranda	River Rd	FDOT	C	B
I-75 (SR 93)	River Rd	Sumter Blvd	FDOT	C	B
Jacaranda Boulevard	Executive/Commercial	Venice	County	D	C
Jacaranda Boulevard	Center	Indian Hills Blvd	County	D	C
Jacaranda Boulevard	Woodmere Park	U.S. 41	County	D	C
Lockwood Ridge Road	University	61st	County	D	C
Lockwood Ridge Road	17th	12th	City/Sar	D	C
McIntosh Road	King Richard Dr	Bahia Vista	County	D	C
McIntosh Road	Linwood	Webber	County	E	C

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
McIntosh Road	Webber	Bee Ridge	County	F	C
Palmer Boulevard	Cattlemen	Packinghouse	County	D	C
Palmer Boulevard	Packinghouse	Porter	County	F	C
Ringling Causeway (SR 789)	New Pass Bridge	City Island Rd	FDOT/Sar	E	D
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	F	D
Ringling Causeway (SR 789)	St. Armands Circle	Bird Key Dr	FDOT/Sar	E	D
Shamrock Boulevard	U.S. 41	Banyan	County	D	C
Swift Road	Wilkinson	Proctor	County	D	C
Tuttle Avenue	University Pkwy	Desoto	County	D	C
Tuttle Avenue	Fruitville	Ringling	City/Sar	F	C
Tuttle Avenue	Ringling	Browning St	City/Sar	D	C
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	D	C
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	D	C
Tuttle Avenue	Hyde	Webber	County	D	C
University Parkway	Old Bradenton Rd	Desoto	County	D	C
University Parkway	West University Pkwy	U.S. 301	County	D	C
University Parkway	Whitfield Longwood Run	Longwood Run Blvd	County	D	C
University Parkway	Blvd	Medici	County	D	C
University Parkway	Medici	Honore	County	D	C
University Parkway	Honore	Cooper Creek	County	D	C
University Parkway	Cooper Creek	I-75	County	D	C
U.S. 301 (SR 683)	University	Desoto	FDOT	F	D
U.S. 301 (SR 683)	Desoto	47th	FDOT	F	D
U.S. 301 (SR 683)	47th	Northgate	FDOT	F	D
U.S. 301 (SR 683)	Northgate	Myrtle	FDOT	F	D
U.S. 301 (SR 683)	Myrtle	27th	FDOT/Sar	F	D
U.S. 301 (SR 683)	27th	17th	FDOT/Sar	F	D
U.S. 301 (SR 683)	17th	12th	FDOT/Sar	F	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	F	D
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	F	D
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	F	D
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	F	D
U.S.41 By-Pass (SR 45A)			FDOT/Ve		
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd	n	F	D
U.S.41 (SR 45)	Albee Farm Rd	Venice Ave	n	F	D
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	F	D
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	F	D

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	F	D
U.S.41 (SR 45)	27th	10th	FDOT/Sar	E	D
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	F	D
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	F	D
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	F	D
U.S.41 (SR 45)	Ringling	Orange	FDOT/Sar	E	D
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	E	D
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	F	D
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	F	D
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	F	D
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	F	D
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	F	D
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	F	D
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	F	D
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	F	D
U.S.41 (SR 45)	Glengary	Worrington	FDOT	F	D
U.S.41 (SR 45)	Worrington	Field	FDOT	F	D
U.S.41 (SR 45)	Field	Proctor	FDOT	F	D
U.S.41 (SR 45)	Stickney Point	Gulf Gate	FDOT	E	D
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	F	D

NOTE: The effects of scheduled capacity improvements in the County's adopted Capital Improvements Program and the FDOT Work Program are not included in this table.

Source: Sarasota County Public Works, ~~2005~~2009

Table 6-3: Accident Frequency Data At Intersections (rates in crashes per one million entering vehicles)

Intersection	1997 Crashes		1998 Crashes		1999 Crashes		2000 Crashes		2001 Crashes		2002 Crashes		2003 Crashes		2004 Crashes		2005 Crashes		2006 Crashes		Avg Rate
	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
Center Rd.	7	0.97	9	1.03	12	1.57	18	2.23	23	2.72	27	3.28	30	3.67	29	3.40	20	2.44	3	0.33	2.22
17th St.	20	1.38	27	1.79	33	2.21	30	1.92	39	2.31	30	1.83	37	2.20	37	2.28	43	2.61	36	2.21	2.07
Jacaranda	12	1.11	20	1.71	20	1.41	26	2.10	31	2.15	35	2.43	35	2.28	37	2.26	50	2.81	31	1.61	1.99
Bee Ridge	38	1.57	46	1.85	45	1.76	50	2.03	51	1.88	49	1.63	53	1.91	49	1.73	77	2.55	69	2.45	1.94
University Pkwy.	21	1.36	17	1.04	26	1.54	36	2.38	41	2.30	34	1.87	44	2.42	39	2.09	40	2.21	40	2.19	1.94
Stockney Pt.	20	1.00	42	1.74	44	1.78	41	1.54	45	1.64	64	1.82	62	2.22	65	1.91	55	1.97	68	1.91	1.75
River Rd.	13	1.44	11	1.06	2	0.21	16	1.43	23	1.89	15	1.20	21	1.56	31	2.68	39	2.73	38	2.47	1.67
Clark	13	2.05	21	1.68	20	1.40	35	1.33	17	1.29	28	1.74	31	1.74	37	2.01	36	1.89	20	1.05	1.62
Laurel Rd.	30	1.93	23	1.45	24	1.51	18	1.14	29	1.53	37	1.94	18	0.98	30	1.69	41	2.00	37	1.53	1.57
Bahia Vista	23	1.35	18	1.01	30	1.71	21	1.16	37	1.89	31	1.53	32	1.59	29	1.50	25	1.29	45	2.46	1.56
Webber	16	1.08	29	1.80	23	1.49	28	1.82	34	2.10	22	1.34	23	1.38	21	1.14	18	1.03	34	2.06	1.52
Bee Ridge	20	1.01	29	1.42	31	1.40	37	1.86	33	1.40	33	1.31	34	1.44	40	1.67	39	1.58	48	1.97	1.51
Sarasota Square Blvd.	7	0.83	12	1.53	11	1.33	17	2.13	15	1.85	14	1.74	11	1.28	12	1.36	14	1.57	13	1.45	1.49
Proctor	14	1.08	18	1.34	15	1.08	17	1.27	30	2.13	15	1.01	28	1.89	22	1.49	28	1.86	16	1.12	1.43
Lockwood Ridge	5	0.52	11	1.27	13	1.35	19	1.94	16	1.58	12	1.13	14	1.24	22	2.10	16	1.47	17	1.64	1.42
Clark	13	0.73	16	0.89	28	1.43	19	0.87	40	1.80	38	1.50	40	1.54	54	2.08	36	1.38	40	1.60	1.38
Clark/Stockney Pt.	11	0.97	16	1.31	14	1.11	26	1.72	22	1.41	28	1.70	27	1.58	17	0.99	16	0.89	31	1.64	1.33
Bee Ridge	10	0.53	28	1.48	25	1.14	22	1.05	26	1.14	31	1.31	37	1.51	44	1.78	41	1.69	42	1.64	1.33
Shamrock Dr./Blvd	17	1.17	-	-	26	1.47	19	1.06	21	1.15	42	2.14	30	1.63	34	1.78	26	1.24	23	1.48	1.31
Fruitville	13	0.84	22	1.31	26	1.30	19	0.86	25	1.00	46	1.85	18	0.72	42	1.72	39	1.55	43	1.61	1.27
17th St.	7	0.63	8	0.64	17	1.33	18	1.34	22	1.48	16	1.08	17	1.12	21	1.41	31	1.94	17	1.20	1.22
Proctor	15	1.13	12	0.81	17	1.10	16	1.08	12	0.76	18	1.16	20	1.22	27	1.56	26	1.46	25	1.49	1.18
Bee Ridge	19	0.87	21	0.95	24	1.05	27	1.12	28	1.04	36	1.38	36	1.31	28	1.02	47	1.55	32	1.08	1.14
Clark	6	0.63	-	-	17	1.35	19	1.43	22	1.67	19	1.18	18	1.10	21	1.25	22	1.26	25	1.40	1.13
Dearborn	6	0.68	7	0.84	9	0.88	14	1.37	14	1.24	15	1.52	10	0.74	8	0.53	20	1.62	13	1.10	1.05
Indiana(S.R.776)	7	0.66	7	0.65	11	0.94	11	1.00	10	0.88	15	1.22	12	0.95	10	0.84	20	1.67	17	1.33	1.01
U.S.41/Bly Pass	18	1.20	12	0.86	13	0.91	20	1.29	16	0.96	23	1.35	26	1.56	9	0.52	18	1.01	6	0.39	1.01
Bahia Vista	7	0.63	4	0.36	16	1.36	12	1.02	8	0.58	18	1.34	14	1.06	9	0.69	19	1.50	17	1.37	0.99
Mainkosh Rd.	10	0.72	-	-	17	1.12	13	0.83	20	1.19	21	1.32	19	1.16	18	1.07	9	0.57	23	1.42	0.94
U.S.301	12	1.19	9	0.89	7	0.71	10	1.01	16	1.53	17	1.57	11	0.96	5	0.46	4	0.33	5	0.48	0.91
Dr.M.L. King	23	1.16	19	0.94	28	1.34	25	1.28	17	0.79	13	0.56	12	0.52	13	0.53	35	1.49	10	0.45	0.91
U.S.41/Bly Pass	4	0.55	4	0.60	10	1.45	4	0.57	5	0.67	-	-	9	1.15	11	1.36	10	1.24	10	1.39	0.90
Proctor	10	0.70	16	1.03	12	0.86	14	0.88	25	1.39	13	0.73	15	0.85	13	0.74	22	1.09	16	0.88	0.89
Beneva/amo	6	0.77	3	0.31	6	0.62	7	0.74	7	0.77	11	1.04	13	1.30	6	0.58	15	1.68	10	1.09	0.89
Midnight Pass	5	0.72	5	0.58	6	0.66	7	0.76	12	1.23	5	0.49	5	0.54	11	1.14	12	1.24	12	1.39	0.88
Clark	12	1.01	5	0.45	11	0.96	7	0.61	7	0.57	10	0.77	13	1.07	13	0.99	21	1.54	9	0.75	0.87
Wilkinson	11	0.63	13	0.82	9	0.54	12	0.75	12	0.67	20	1.10	20	1.04	19	1.01	23	1.21	14	0.73	0.86
Sawyer	6	0.55	9	0.88	9	0.86	11	1.02	10	0.89	8	0.71	9	0.73	9	0.78	8	0.71	13	1.18	0.83
Gulf Gate	5	0.55	2	0.22	8	0.86	7	0.75	5	0.47	10	0.98	10	0.98	9	0.87	12	1.17	14	1.38	0.82
Webber	5	0.55	2	0.22	8	0.86	7	0.75	5	0.47	10	0.98	10	0.98	9	0.87	12	1.17	14	1.38	0.82

The portion of the table above this point is the Top 40 intersections ranked based on average rate over 10 years

Table 6-3: Accident Frequency Data At Intersections [rates in crashes per one million entering vehicles]

Intersection	1997 Crashes		1998 Crashes		1999 Crashes		2000 Crashes		2001 Crashes		2002 Crashes		2003 Crashes		2004 Crashes		2005 Crashes		2006 Crashes		Avg Rate
	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
McIntosh	5	0.81	8	1.18	3	0.39	12	1.56	7	0.82	4	0.46	7	0.77	8.00	0.84	8	0.84	3	0.35	0.80
Center Rd.	9	0.54	12	0.82	15	0.94	5	0.29	14	0.76	22	1.12	16	0.82	7.00	0.36	14	0.63	32	1.56	0.78
Desoto	4	0.73	4	0.66	6	0.97	2	0.31	7	1.00	6	0.91	3	0.41	7.00	1.01	5	0.69	8	0.97	0.77
Bee Ridge	12	0.89	10	0.77	11	0.77	9	0.72	13	0.90	11	0.71	10	0.68	8.00	0.58	16	1.04	8	0.51	0.76
Alligator	11	0.87	7	0.53	5	0.37	10	0.64	17	0.99	13	0.79	8	0.50	14.00	0.88	16	0.87	15	0.88	0.73
Bee Ridge	8	0.60	7	0.51	4	0.26	17	1.06	12	0.69	18	1.03	15	0.79	12.00	0.64	12	0.63	21	1.04	0.72
Bay Street	7	0.60	6	0.53	5	0.43	5	0.37	11	0.76	20	1.31	15	0.98	9.00	0.56	3	0.2	23	1.37	0.71
SR 776	10	0.91	7	0.47	10	0.61	10	0.63	6	0.34	16	0.95	15	0.91	9.00	0.52	21	1.07	14	0.70	0.71
Central Sarasota Pkwy	7	0.56	2	0.16	7	0.47	20	1.32	12	0.77	14	0.85	11	0.56	15.00	0.74	15	0.8	17	0.88	0.71
Clark	5	0.51	1	0.10	7	0.65	9	0.68	16	1.19	19	1.17	11	0.65	13.00	0.75	11	0.67	11	0.70	0.71
Dr.M.L. King	3	0.48	3	0.44	4	0.59	6	0.88	6	0.77	8	1.05	8	0.99	2.00	0.26	7	0.86	5	0.58	0.69
Albee Rd.	10	0.78	5	0.39	3	0.22	16	1.11	6	0.40	9	0.53	8	0.49	28.00	1.72	11	0.64	10	0.62	0.69
Bee Ridge	8	0.55	8	0.56	13	0.81	9	0.57	18	1.03	8	0.43	15	0.84	10.00	0.56	15	0.82	11	0.60	0.68
Honore	5	0.48	2	0.16	9	0.65	8	0.55	18	1.15	7	0.36	20	1.03	15.00	0.77	12	0.59	19	0.89	0.66
Cattlemen	16	1.56	9	0.90	16	1.59	12	1.14	17	1.31	-	-	-	-	-	-	0	0	0	-	0.65
Proctor	3	0.57	4	0.74	3	0.52	7	0.94	6	0.90	6	0.93	-	-	3.00	0.35	7	0.97	3	0.42	0.63
Rockley Blvd	6	1.10	5	0.86	1	0.16	4	0.51	3	0.32	9	1.00	2	0.21	7.00	0.7	2	0.2	6	0.61	0.57
Albee Farm Rd.	4	0.68	2	0.48	4	0.81	2	0.39	3	0.38	4	0.62	2	0.31	5.00	0.68	2	0.29	1	0.13	0.48
Beneva	5	0.54	1	0.11	3	0.32	-	-	3	0.31	7	0.73	7	0.65	8.00	0.74	9	0.86	4	0.41	0.47
S. U.S.41 By-Pass	15	0.94	11	0.67	13	0.76	12	0.68	-	-	10	0.51	5	0.26	4.00	0.2	2	0.1	9	0.44	0.46
Constitution	5	0.71	2	0.29	4	0.55	1	0.13	5	0.60	3	0.39	5	0.66	3.00	0.35	3	0.33	3	0.32	0.43
Tuttle	8	0.69	6	0.49	12	0.88	11	0.79	13	0.86	-	-	-	-	-	-	0	0	0	-	0.37
Fruitville	8	0.56	6	0.46	20	1.17	18	0.96	11	0.51	-	-	-	-	-	-	0	0	0	-	0.37
Glengary	12	0.75	12	0.69	15	0.76	25	1.22	-	-	-	-	-	-	-	-	0	0	0	-	0.34
Cattlemen	7	1.17	1	0.16	2	0.30	-	-	3	0.42	2	0.28	2	0.28	1.00	0.13	2	0.29	2	0.28	0.33
Field	9	0.56	-	-	-	-	8	0.39	4	0.21	-	-	9	0.47	11.00	0.56	4	0.2	4	0.52	0.29
U.S.41	4	0.70	2	0.33	-	-	5	0.61	4	0.41	-	-	-	-	-	-	0	0	0	-	0.20

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Jurisdiction</b>	<b>2014 LOS</b>	<b>Default LOS</b>
17th Street	U.S. 301	N East Ave	City/Sar	D	C
17th Street	Beneva	Prudence	County	D	C
Albee Farm Road	Lucaya	U.S. 41	County	D	C
Bahia Vista Street	U.S. 41	Shade	City/Sar	F	C
Bahia Vista Street	Shade	Euclid	City/Sar	F	C
Bahia Vista Street	Euclid	Tuttle	City/Sar	F	C
Bahia Vista Street	Kaufman	Beneva	County	D	C
Bee Ridge Road	I-75	Mauna Loa	County	F	C
Bee Ridge Road	Mauna Loa	Sarasota Golf Club	County	F	C
Bee Ridge Road	Sarasota Golf Club	Bent Tree	County	E	C
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	F	D
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	F	D
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	F	D
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	F	D
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	F	D
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	F	D
Beneva Road	12th	Sarasota Commons	Co./Sar	D	C
Beneva Road	Circus	Fruitville	Co./Sar	D	C
Beneva Road	Bahia Vista	Riviera Dr	County	D	C
Beneva Road	Riviera Dr	Webber	County	D	C
Beneva Road	Bee Ridge	Wilkinson	County	D	C
Beneva Road	Wilkinson	Proctor	County	D	C
Beneva Road	Clark	Kingston	County	E	C
Beneva Road	Kingston	Gulf Gate	County	D	C
Cattlemen Road	Fruitville	N. Packinghouse	County	E	C
Cattlemen Road	Packinghouse	Palmer	County	D	C
Cattlemen Road	Palmer	Bahia Vista	County	F	C
Cattlemen Road	Colonial Oaks	Webber	County	E	C
Cattlemen Road	Webber	Countrywood	County	F	C
Cattlemen Road	Countrywood	Cattleridge Blvd	County	E	C
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	F	C

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Jurisdiction</b>	<b>2014 LOS</b>	<b>Default LOS</b>
Cattlemen Road	Bee Ridge	Center Pointe	County	F	C
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	F	D
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	F	D
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	F	D
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	F	D
Fruitville (SR 780)	Cattlemen	I-75	FDOT	F	D
Fruitville	I-75	Coburn S	County	E	C
Fruitville	Coburn S	East Road	County	E	C
Fruitville	Dog Kennel Rd	Verna Road	County	D	C
Gantt Road	Proctor	Ashton	County	F	C
Gantt Road	Ashton	Clark	County	F	C
Gulf Gate Drive	Markridge	Bispham	County	D	C
Honore Avenue	University	Desoto	County	D	C
Honore Avenue	Desoto	Longmeadow	County	D	C
Honore Avenue	Taywood	17th	County	E	C
Honore Avenue	17th	Richardson	County	F	C
Honore Avenue	Richardson	Fruitville	County	F	C
Honore Avenue	Fruitville	Palmer	County	F	C
Honore Avenue	Proctor	Ashton	County	D	C
Honore Avenue	Ashton	Clark	County	D	C
I-75 (SR 93)	University	Fruitville	FDOT	D	C
I-75 (SR 93)	Fruitville	Bee Ridge	FDOT	D	C
I-75 (SR 93)	Clark	SR 681	FDOT	C	B
I-75 (SR 93)	SR 681	Laurel	FDOT	C	B
I-75 (SR 93)	Laurel	Jacaranda	FDOT	C	B
I-75 (SR 93)	River Rd	Sumter Blvd	FDOT	C	B
Jacaranda Boulevard	Executive/Commercial	Venice	County	D	C
Jacaranda Boulevard	Center	Indian Hills Blvd	County	D	C
Jacaranda Boulevard	Woodmere Park	U.S. 41	County	D	C
Laurel Road	U.S. 41	Mission Valley	County	E	C
Laurel Road	Pinebrook	I-75	County	E	C

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Jurisdiction</b>	<b>2014 LOS</b>	<b>Default LOS</b>
Lockwood Ridge Road	University	61st	County	E	C
Lockwood Ridge Road	Gocio	27th/MLK	County	D	C
Lockwood Ridge Road	27th/MLK	17th	County	D	C
Lockwood Ridge Road	17th	12th	City/Sar	D	C
Lockwood Ridge Road	12th	Fruitville	City/Sar	D	C
McIntosh Road	King Richard Dr	Bahia Vista	County	D	C
McIntosh Road	Linwood	Webber	County	E	C
McIntosh Road	Webber	Bee Ridge	County	F	C
McIntosh Road	Proctor	Ashton	County	D	C
McIntosh Road	Ashton	Clark	County	D	C
Midnight Pass Road (SR 758)	Beach	Stickney Pt.	FDOT	E	D
Palmer Boulevard	Honore	Cattlemen	County	D	C
Palmer Boulevard	Cattlemen	Packinghouse	County	D	C
Palmer Boulevard	Packinghouse	Porter	County	F	C
Ringling Causeway (SR 789)	New Pass Bridge	City Island Rd	FDOT/Sar	E	D
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	F	D
Ringling Causeway (SR 789)	St. Armands Circle	Bird Key Dr	FDOT/Sar	E	D
Ringling Causeway (SR 789)	Bird Key Dr	U.S. 41	FDOT/Sar	F	D
River Road (north)	I-75	Venice Ave.	County	E	C
Shamrock Boulevard	U.S. 41	Banyan	County	D	C
Swift Road	Wilkinson	Proctor	County	E	C
Tuttle Avenue	University Pkwy	Desoto	County	D	C
Tuttle Avenue	Fruitville	Ringling	City/Sar	F	C
Tuttle Avenue	Ringling	Browning St	City/Sar	D	C
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	D	C
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	D	C
Tuttle Avenue	Hyde	Webber	County	D	C
University Parkway	Old Bradenton Rd	Desoto	County	D	D
University Parkway	West University Pkwy	U.S. 301	County	D	D
University Parkway	Whitfield	Longwood Run Blvd	County	D	D
University Parkway	Longwood Run Blvd	Medici	County	D	D

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Jurisdiction</b>	<b>2014 LOS</b>	<b>Default LOS</b>
University Parkway	Medici	Honore	County	D	D
University Parkway	Honore	Cooper Creek	County	D	D
University Parkway	Cooper Creek	I-75	County	E	D
U.S. 301 (SR 683)	Desoto	47th	FDOT	E	D
U.S. 301 (SR 683)	47th	Northgate	FDOT	E	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	F	D
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	F	D
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	F	D
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	F	D
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd	FDOT/Ven	E	D
U.S.41 By-Pass (SR 45A)	Albee Farm Rd	Venice Ave	FDOT/Ven	E	D
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	F	D
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	F	D
U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	F	D
U.S.41 (SR 45)	27th	10th	FDOT/Sar	F	D
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	F	D
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	F	D
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	F	D
U.S.41 (SR 45)	Ringling	Orange	FDOT/Sar	E	D
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	F	D
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	F	D
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	F	D
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	F	D
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	F	D
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	F	D
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	F	D
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	F	D
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	F	D
U.S.41 (SR 45)	Glengary	Worrington	FDOT	F	D
U.S.41 (SR 45)	Worrington	Field	FDOT	F	D
U.S.41 (SR 45)	Field	Proctor	FDOT	F	D

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

Road	From	To	Jurisdiction	2014 LOS	Default LOS
U.S.41 (SR 45)	Stickney Point	Gulf Gate	FDOT	E	D
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	F	D

Source: Sarasota County Public Works, ~~2005~~2009

## APPENDIX D

### Section 4: Year 2025 Future Thoroughfare Plan

Facility	From	To	Lanes
<b>Freeways/Expressways</b>			
I-75 (SR 93)	University	Jacaranda	8
I-75 (SR 93)	Jacaranda	Charlotte County Line	6
S.R. 681(Venice Connector)	U.S. 41	I-75	4
<b>Major Arterials</b>			
17th Street	Lockwood Ridge	Beneva	4
Bee Ridge Road	I-75	Bee Ridge Ext.	4
Bee Ridge Road (SR 758)	U.S. 41	I-75	6
Beneva Road	17th	U.S. 41	4
Center Road	U.S. 41 By Pass	River Rd	4
Clark Road (SR 72)	Swift	I-75	6
Clark Road (SR 72)	I-75	Co Line	2
Englewood Road (SR 776)	U.S. 41	Overbrook Dr	6
Englewood Road (SR 776)	Overbrook Dr	Dearborn	4
Fruitville	I-75	Dog Kennel Rd	4
Fruitville	Dog Kennel Rd	Verna Road	2
Fruitville (SR 780)	U.S. 301	I-75	6
Honore Avenue	University	Laurel	4
Indiana Avenue (SR 776)	Dearborn	Co Line (Bay Heights)	4
Jacaranda Boulevard	Laurel	I-75	4

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
Jacaranda Boulevard	I-75	Center	6
Keyway Road	S.R. 776	Pine St	4
Laurel Road	U.S. 41	Jacaranda	4
Lockwood Ridge Road	University	Fruitville	4
Pine St	North River	Co Line	4
Pinebrook Rd	Laurel	Center Rd	4
River Road (north)	I-75	U.S. 41	6
River Road (south)	U.S. 41	East River Road	6
River Road (south)	East River Road	Pine St	4
Stickney Pt. Road (SR 72)	U.S. 41	Swift	6
. Sumter Blvd	. I-75	. U.S.41	4
. Toledo Blade Blvd	. I-75	. County Line	4
. U.S. 301 (SR 683)	. University	. 17th	6
. U.S. 301 (SR 683)	. 17th	. U.S. 41	4
. U.S.41 (SR 45)	. Manatee Co Line	. US 301	4
. U.S.41 (SR 45)	. US 301	. US 41 Bypass (north)	6
. U.S.41 (SR 45)	. US 41 Bypass (north)	. US 41 Bypass (south)	4
. U.S.41 (SR 45)	. US 41 Bypass (south)	. Charlotte Co Line	6
. U.S.41 By-Pass (SR 45A)	. US 41 (north)	. US 41 (south)	6
. University Pkwy	. U.S.41	. U.S. 301	4
. University Pkwy	. U.S. 301	. I-75	6
. University Pkwy	. I-75	. North-South Roadway B	4
. Venice Avenue	. U.S. 41 By Pass	. River Rd	4
. Verna Road	. Fruitville Rd	. county line	2
. Winchester Blvd	. County Line	. River Rd	4
.	.	.	.
<b>. Minor Arterials</b>	.	.	.
. 17th Street	. U.S. 301	. Honore	4
. Bahia Vista Street	. U.S. 41	. Cattlemen	4
. Bay Rd/Osprey Ave (SR 758)	. Siesta Dr	. U.S. 41	4
. Bee Ridge Road	. Iona Rd	. North-South Roadway B	2
. Bee Ridge Road (Ext.)	. Bee Ridge	. Clark	4
. Cattlemen Road	. Fruitville	. Proctor	4

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Center Road	. U.S. 41	. U.S. 41 By Pass	2
. Central Sarasota Pkwy	. U.S. 41	. North-South Roadway A	4
. Coburn Rd	. Palmer Blvd	. Fruitville Rd	2
. Dearborn Street	. S.R. 776	. Pine Street	4
. Desoto Road	. University Pkwy	. U.S. 301	4
. Desoto Road	. U.S. 301	. N Cattlemen Rd	2
. East-West Roadway B	. North-South Roadway B	. Verna Rd	2
. Gisinger St	. S.R. 776	. River Rd	4
. Gulf Mexico Dr (SR 789)	. New Pass Bridge	. county line	2
. Higel Avenue (SR 758)	. Siesta	. Midnight Pass Rd	2
. Iona Rd	. Bee Ridge Rd	. Palmer Blvd	4
. Jacaranda Boulevard	. Center	. S.R. 776	4
. Knights Trail Rd	. Laurel Rd	. North-South Roadway A	4
. Lakewood Ranch Blvd	. <del>Richardson Rd</del> <u>Fruitville Rd</u>	. University Pkwy	4
. Longwood Run	. Desoto	. University Pkwy	2
. Lorraine Rd	. Palmer Blvd	. University Pkwy	4
. McIntosh Road	. Fruitville	. US 41	4
. Midnight Pass Road (SR 758)	. Higel	. Stickney Pt.	2
. N Cattlemen Road	. University Pkwy	. Fruitville Rd	4
. North-South Roadway A	. Clark Rd	. Knights Trail Rd	4
. North-South Roadway B	. University Pkwy	. North-South Roadway A	2
. Old Englewood Road	. S.R. 776	. Dearborn	2
. Proctor Road	. U.S. 41	. Clark	4
. Ringling Causeway (SR 789)	. New Pass Bridge	. St. Armands Circle	2
. Ringling Causeway (SR 789)	. St. Armands Circle	. U.S. 41	4
. Siesta Drive (SR 758)	. Higel	. Osprey	2
. Spine Rd	. Bee Ridge Rd	. Palmer Blvd	2
. Stickney Pt. Road (SR 72)	. Midnight Pass	. U.S. 41	4
. Swift Road	. Bee Ridge	. Clark	4
. Tuttle Avenue	. University Pkwy	. Bee Ridge	4
.	.	.	.
. <b>Major Collectors</b>	.	.	.

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Airport Ave	. Harbor Dr	. Avenida del Circo	2
. Albee Farm Rd	. Laurel	. U.S. 41 Bypass	4
. Auburn Rd	. Border	. Venice	2
. Avenida del Circo	. Airport Ave	. U.S. 41	2
. Bay St	. U.S. 41	. Honore Ave	4
. Border Rd	. Auburn Rd	. Jackson Rd	2
. Capri Isles Blvd	. Venice	. Border	4
. Colonia Ln	. U.S. 41	. Albee Farm Rd	2
. Dearborn St	. Old Englewood Rd	. S.R. 776	2
. Edmondson Rd	. Albee Farm Rd	. Auburn Rd	2
. Gantt Rd	. Proctor	. Clark	4
. Gulf Gate Dr	. U.S. 41	. Gateway Ave	4
. Gulf Gate Dr	. Gateway Ave	. Beneva Rd	2
. Harbor Dr	. Venice Ave	. South of Beach Rd	2
. Hatchett Creek Blvd	. Pinebrook Rd	. Jacaranda Blvd	2
. Jackson Rd	. Center Rd	. Venice Ave	2
. Lockwood Ridge Rd	. Webber St	. Clark Rd	2
. Myrtle Street	. U.S. 41	. Tuttle Ave	4
. Palmer Blvd	. Honore Ave	. Iona Rd	2
. Palmer Ranch Pkwy	. Beneva Rd	. McIntosh Rd	4
. Palmer Ranch Pkwy E	. McIntosh Rd	. Clark Rd	4
. Potter Park Dr	. Central Sarasota Pkwy	. Sarasota Square Blvd	2
. Rockley Blvd	. U.S. 41	. Center Rd	4
. Sarasota Square Blvd	. Beneva Rd	. McIntosh Rd	4
. Sawyer Rd	. Bee Ridge Rd	. Clark Rd	2
. Venice Ave	. Park Blvd	. U.S. 41 Bypass	4
. Webber St	. U.S. 41	. Cattlemen Rd	4
. Wilkinson Rd	. Swift Rd	. Cattlemen Rd	2
.	.	.	.
<b>. Minor Collectors</b>	.	.	.
. 27th Street/Dr MLK Jr Way	. U.S. 301	. Lockwood Ridge	2
. Albee Rd	. Casey Key	. U.S. 41	2
. Ashton Rd	. Sawyer Rd	. Gantt Rd	2

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Baffin Rd	. Shamrock Blvd	. U.S. 41	2
. Beach Rd	. Ocean	. Midnight Pass	2
. Blackburn Pt. Rd	. Casey Key	. U.S. 41	2
. Casey Key Rd	. Blackburn Pt. Rd	. Albee Rd	2
. Casey Key Rd	. Albee	. End	2
. De Leon Dr	. Ortiz	. U.S. 41	2
. Higel Ave/Treasure Boat	. Midnight Pass Rd	. Ocean Blvd	2
. Jackson Rd	. Border	. Venice	2
. Lockwood Ridge Rd	. Clark Rd	. Markridge Blvd	2
. Manasota Beach Rd	. Manasota Key Rd	. Venice East Blvd (N)	2
. Manasota Key Rd	. Manasota Bch. Rd.	. Co. Line	2
. Miakka Rd	. Fruitville Rd	. Myakka Park	2
. Midnight Pass Rd	. Stickney Pt.	. South of Stickney Pt.	2
. Ocean Blvd	. Higel	. Beach	2
. Old Venice Rd	. Bay	. U.S. 41	2
. Ortiz Blvd	. DeLeon	. U.S. 41	2
. Richardson Rd	. Honore	. N Cattlemen Road	2
. Sawyer Loop Rd	. Clark Rd (W)	. Clark Rd (E)	2
. Shamrock Blvd	. U.S. 41	. Center	2
. Shamrock Drive	. Baffin	. U.S. 41	2
. South Venice Blvd	. Lemon Bay Drive	. U.S. 41	2
. Venice East Blvd	. Center Rd	. Keyway Rd	4

**Table 6-5: Designated Non-Conforming Roadways in Sarasota County**

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
17th Street	U.S. 301	N East Ave	City/Sar	C	D
17th Street	Beneva	Prudence	County	C	D
Bahia Vista Street	U.S. 41	Shade	City/Sar	C	E
Bahia Vista Street	Shade	Euclid	City/Sar	C	E
Bahia Vista Street	Euclid	Tuttle	City/Sar	C	E
Bahia Vista Street	Kaufman	Beneva	County	C	D
Bee Ridge Road	I-75	Mauna Loa	County	C	F
Bee Ridge Road	Mauna Loa	Sarasota Golf Club	County	C	F
Bee Ridge Road	Sarasota Golf Club	Bent Tree	County	C	D
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	D	F
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	D	F
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	D	F
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	D	F
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	D	F
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	D	F
Beneva Road	Clark	Kingston	County	C	D
Cattlemen Road	Fruitville	N. Packinghouse	County	C	D
Cattlemen Road	Palmer	Bahia Vista	County	C	E
Cattlemen Road	Colonial Oaks	Webber	County	C	D
Cattlemen Road	Webber	Countrywood	County	C	F
Cattlemen Road	Countrywood	Cattleridge Blvd	County	C	E
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	C	F
Cattlemen Road	Bee Ridge	Center Pointe	County	C	F
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	D	F
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	D	F
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	D	F
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	D	F
Fruitville (SR 780)	Cattlemen	I-75	FDOT	D	F
Fruitville	I-75	Coburn S	County	C	D
Fruitville	Coburn S	East Road	County	C	D
Gantt Road	Proctor	Ashton	County	C	E
Gantt Road	Ashton	Clark	County	C	E
Gulf Gate Drive	Markridge	Bispham	County	C	D
Gulf Mexico Dr.(SR 789)	Co Line	New Pass Bridge	FDOT/LBK	D	D

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
Higel Avenue (SR 758)	Siesta	Midnight Rd	FDOT	D	D
Honore Avenue	Taywood	17th	County	C	D
Honore Avenue	17th	Richardson	County	C	F
Honore Avenue	Richardson	Fruitville	County	C	F
Honore Avenue	Fruitville	Palmer	County	C	E
Jacaranda Boulevard	Center	Indian Hills Blvd	County	C	D
Laurel Road	U.S. 41	Mission Valley	County	C	D
Laurel Road	Pinebrook	I-75	County	C	D
Lockwood Ridge Road	University	61st	County	C	D
Lockwood Ridge Road	17th	12th	City/Sar	C	D
McIntosh Road	King Richard Dr	Bahia Vista	County	C	D

**Table 6-5: Designated Non-Conforming Roadways in Sarasota County**

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
McIntosh Road	Linwood	Webber	County	C	D
McIntosh Road	Webber	Bee Ridge	County	C	F
Palmer Boulevard	Cattlemen	Packinghouse	County	C	D
Palmer Boulevard	Packinghouse	Porter	County	C	F
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	D	F
Ringling Causeway (SR 789)	Bird Key Dr	U.S. 41	FDOT/Sar	D	F
River Road (north)	I-75	Venice Ave.	County	C	D
Swift Road	Wilkinson	Proctor	County	C	D
Tuttle Avenue	University Pkwy	Desoto	County	C	D
Tuttle Avenue	Fruitville	Ringling	City/Sar	C	F
Tuttle Avenue	Ringling	Browning St	City/Sar	C	D
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	C	D
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	C	D
University Parkway	Cooper Creek	I-75	County	D	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	D	F
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	D	F
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	D	F
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	D	F
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	D	F
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	D	F

U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	D	F
U.S.41 (SR 45)	27th	10th	FDOT/Sar	D	F
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	D	F
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	D	F
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	D	F
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	D	F
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	D	F
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	D	F
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	D	F
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	D	F
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	D	F
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	D	F
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	D	F
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	D	F
U.S.41 (SR 45)	Glengary	Worrington	FDOT	D	F
U.S.41 (SR 45)	Worrington	Field	FDOT	D	F
U.S.41 (SR 45)	Field	Proctor	FDOT	D	F
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	D	F

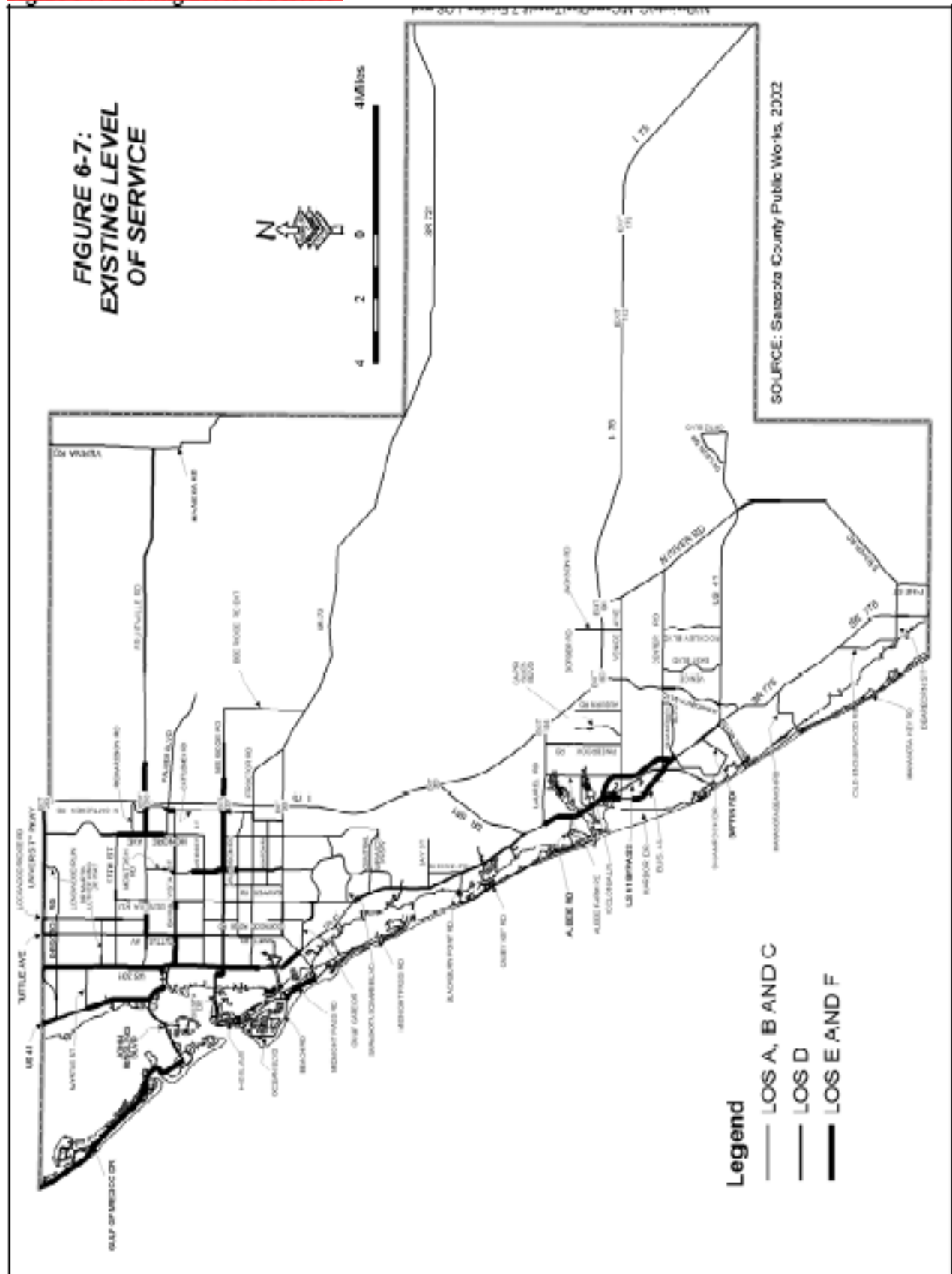
Source: Sarasota County Public Works, 2009

<b>Table 6-6. MPO Year 2025<sup>30</sup> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
17th Street East (Extension)	From Lakewood Ranch (Extension) to Lorraine Road (Extension), this will provide a new two-lane segment to this roadway.
Bee Ridge Road (Extension)	From Lorraine Road (Extension) to Dam Road (Extension), this will provide a new two-lane segment to this roadway.
Bee Ridge Road (SR 758)	From McIntosh Road to I-75, the existing four-lane roadway will be improved to a six-lane facility.
Bee Ridge Road (SR 758)	From I-75 to Lorraine Road (Extension), the existing two-lane roadway will be improved to a four-lane facility.
Central Sarasota Parkway	From Honore Avenue to I-75, this roadway will be improved to provide a four-lane facility.
Central Sarasota Parkway	From I-75 to Lorraine Road (Extension), this will provide a new four-lane segment to this roadway.
Central Sarasota Parkway	From US 41 to Honore Avenue, the existing two-lane roadway will be improved to a four-lane facility.
Dam Road (Extension)	From University Road (Extension) to Proctor Road (Extension), this will provide a new two-lane segment to this roadway.
Desoto Road	From University Parkway to University Parkway (through Longwood Run Boulevard), the existing two-lane roadway will be improved to a four-lane facility.
Desoto Road (Extension)	From Desoto Road to Cattlemen Road, this will provide a new four-lane segment to this roadway. The segment from Honore Avenue to Cattlemen Road exist as a two-lane facility.
East-West Road	From Lorraine Road (Extension) to Verna Bethany Road, this will provide a new two-lane segment to this roadway.
Englewood Interstate Connector -North River Road (Phase I)	From US 41 to Center Road, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-North River Road (Phase II)	From Center Road to I-75, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-South River Road (Phase III)	From Winchester Boulevard to US 41, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-Winchester Road (Phase IV)	From River Road to Charlotte County, the existing two-lane roadway will be improved to a four-lane facility.
Gisinger Street	From SR 776 to River Road, this will provide a new four-lane segment to this roadway.
Honore Avenue	From University Parkway to Fruitville Road, the existing two-lane roadway will be improved to a four-lane facility.
Honore Avenue (Extension)	From Central Sarasota Parkway to Laurel Road, this will provide a new four-lane segment to this roadway
Keyway Road	From SR 776 to Pine Street, this will provide a new four-lane segment to this roadway.

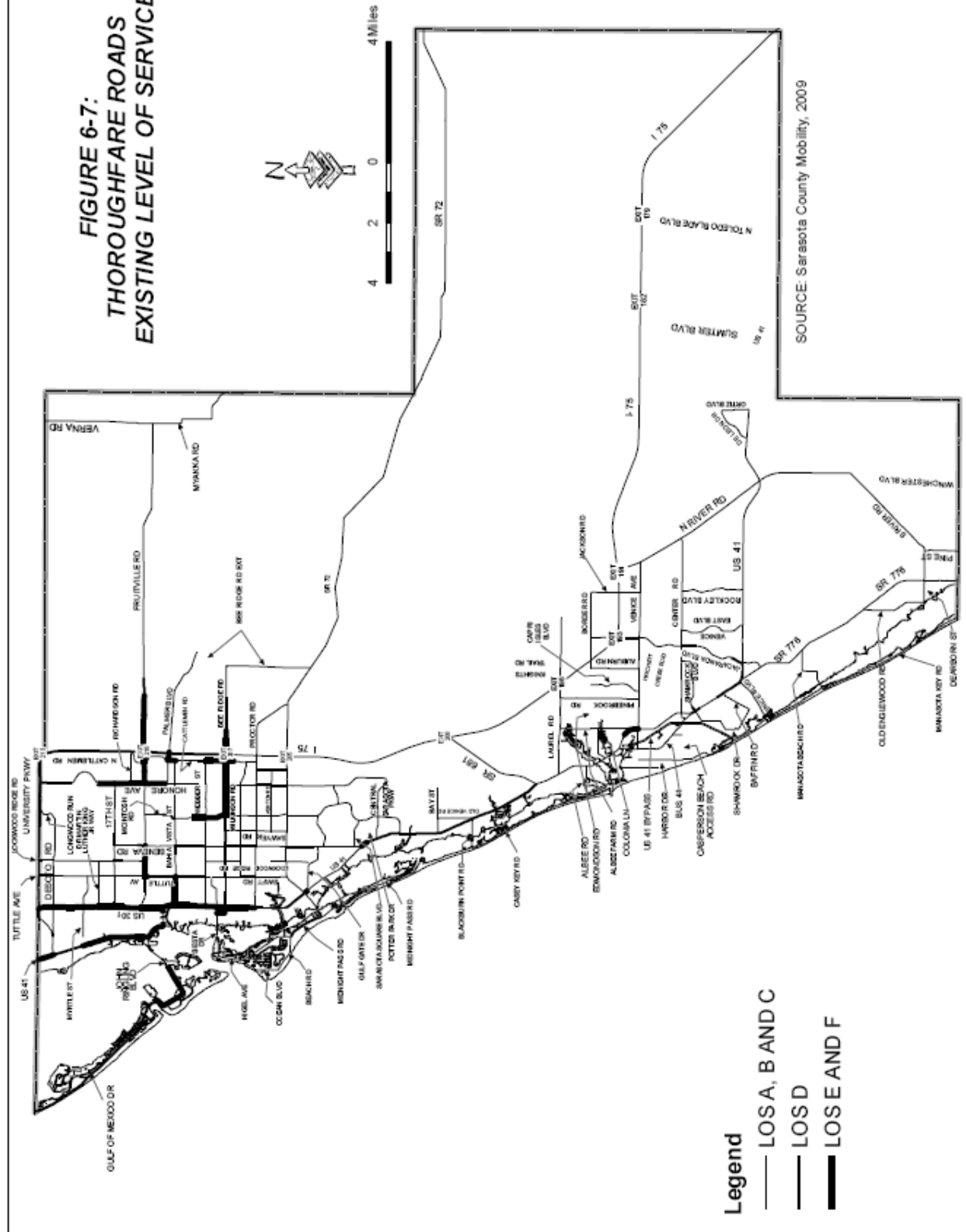
<b>Table 6-6. MPO Year 2025<del>30</del> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
Knights Trail Road	From Lorraine Road (Extension) to Laurel road, this will provide a new four-lane segment to this roadway. Part of Knitghts Trail Road north of Laurel Road exists as a two-lane roadway.
Lakewood Ranch (Extension)	From University Parkway to Proctor Road, this will provide a new four-lane segment to this roadway.
Laurel Road	Knights Trail Road to Jacaranda Boulevard, reconstruction and new construction will provide a four-lane roadway.
Lorraine Road (Extension)	From SR 72 to Knights Trail Road, this will provide a new two-lane segment to this roadway.
Lorraine Road (Extension)	From University Parkway to Fruitville Road, this will provide a new four-lane segment to this roadway.
Lorraine Road (Extension)	From Fruitville Road to SR 72, reconstruction and new construction will provide a four-lane roadway.
Manasota Beach Road	From Venice East Boulevard (Extension) to South River Road, this will provide a new two-lane segment to this roadway.
McIntosh Road	From Fruitville Road to Bahia Vista Street, the existing two-lane roadway will be imprved to a four-lane facility.
McIntosh Road	From Linwood Street to Bee Ridge Road, the existing two-lane roadway will be imprved to a four-lane facility.
McIntosh Road	From Sawyer Loop Road to US 41, the existing two-lane roadway will be imprved to a four-lane facility.
Palmer Ranch Parkway (Extension)	From Clark Road to Honore Avenue, this will provide a new four-lane segment to this roadway.
Pine Street (Extension)	From River Road to Dearborn Street, this will provide a new four-lane segment to this roadway.
Pinebrook road	From Laurel Road to Center Road, the existing two-lane roadway will be improved to a four-lane facility.
Price Boulevard	From Ponce De Leon Boulevard to Charlotte County, the existing two-lane roadway will be improved to a four-lane facility (North Port).
Proctor Road	From I-75 to SR 72, the existing two-lane roadway will be improved to a four-lane facility.
Proctor Road (Extension)	From SR 72 to Dam Road (Extension), this will provide a new two-lane segment to this roadway
SR 72	From I-75 to Bee Ridge Road (Extension), the existing two-lane roadway will be improved to a four-lane facility.

<b>Table 6-6. MPO Year 2025<del>30</del> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
Sumter Road	From US 41 to Morandi Avenue, the existing two-lane roadway will be improved to a four-lane facility (North Port).
Toledo Blade Boulevard	From Hillsborough Boulevard to Tropicaire Boulevard, the existing two-lane roadway will be imprved to a four-lane facility.
US Highway 41	From Oscar Scherer Park to Vamo Way, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41	From Vamo Way to Baywood Drive, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41	From Jacaranda Boulevard to Charlotte County, the existing four-lane roadway will be improved to a six-lane facility
US Highway 41	From Venice Connector to Oscar Scherer Park, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41 By-pass	From US 41 Business to US 41 Business, the existing four-lane roadway will be improved to a six-lane facility.
Toledo Blade Boulevard (Extension)	From Tropicaire Boulevard to SR 72, new 4 lanes
Source: Sarasota/Manatee Metropolitan Planning Organization Year 2030 Financially Feasible Transportation Plan (February 200 <del>4</del> 6)	

**Figure 6-7: Existing Level of Service**

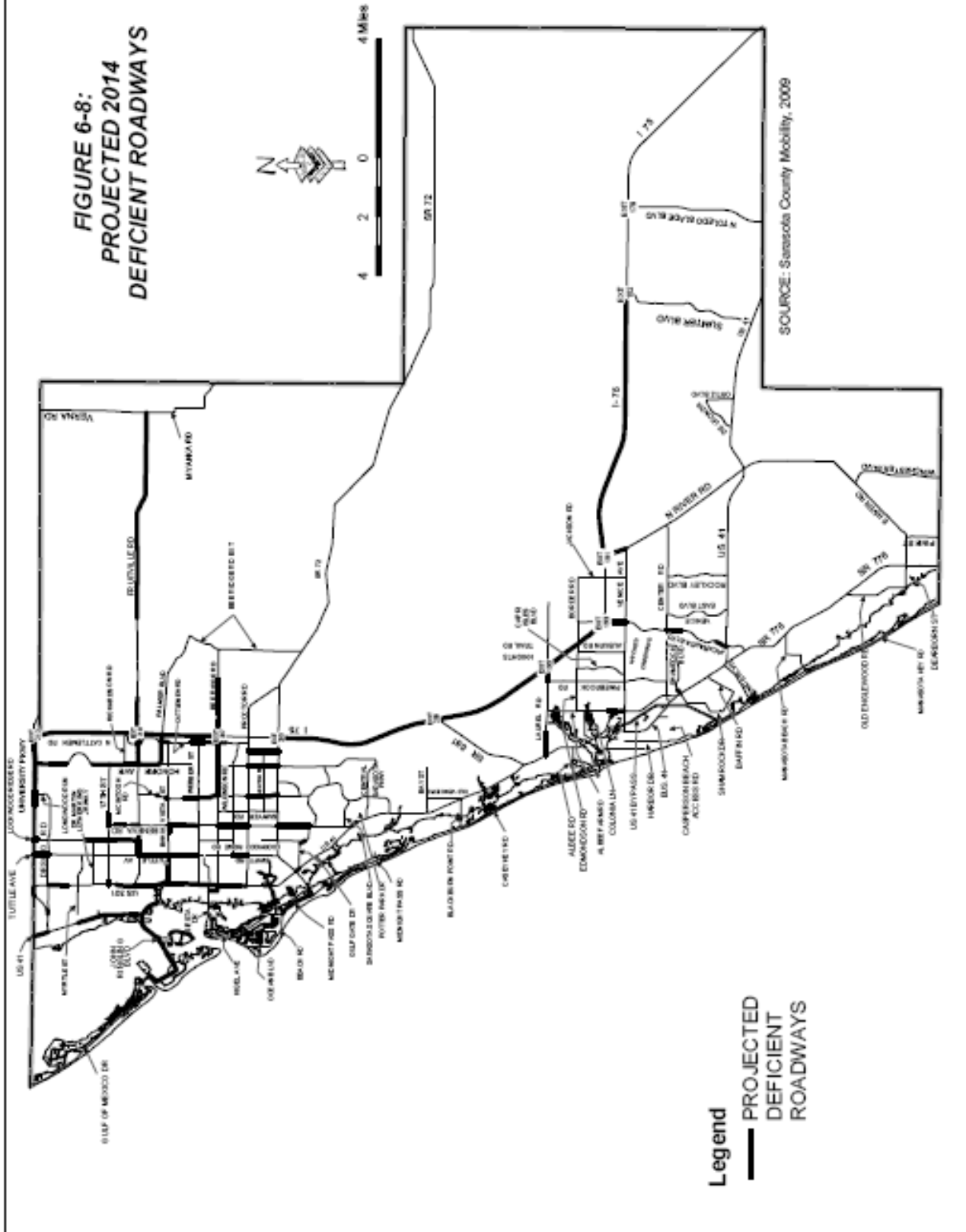


**FIGURE 6-7:  
THOROUGHFARE ROADS  
EXISTING LEVEL OF SERVICE**





**FIGURE 6-8:  
PROJECTED 2014  
DEFICIENT ROADWAYS**



## **COMPREHENSIVE PLAN CONSISTENCY REVIEW**

The proposed amendments to the Transportation Chapter are internally consistent with the Sarasota County Comprehensive Plan and further the following Transportation Plan goals, objectives and policies:

### **Transportation**

TRAN Goal 1. It shall be the Goal of Sarasota County to develop and maintain a safe, convenient, efficient transportation system which: recognizes present need; reflects the Future Land Use Plan and the plans of adjacent jurisdictions; provides for an affordable balance of alternative transportation modes; provides for safe, efficient intermodal transportation linkages; and respects the integrity of environmentally sensitive areas and wildlife habitat.

TRAN Objective 1.1. The development of a financially feasible future thoroughfare system, consistent with the adopted Future Thoroughfare Plan and Maps, proposed population densities, housing and employment patterns, and land uses, shall be based on the Future Land Use Plan and coordinated with the plans of adjacent jurisdictions.

TRAN Policy 1.1.2. Monitor and analyze traffic and road conditions on an ongoing basis in order to assess the need for revisions to the Future Thoroughfare Plan and Maps and the Countywide Road Construction and Maintenance Program. The monitoring and analysis program shall:

- include a continual inventory of County owned and maintained roads in the County thoroughfare system;
- assess the impacts of proposed developments on roadway system levels of service;
- monitor traffic conditions and investigate the application of traffic system management (TSM) techniques to maintain the function of the existing and future thoroughfare system, and increase its efficiency; and
- include the analysis of applicable accident frequency data.

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## APPENDIX A – PUBLIC WORKSHOP INFORMATION

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# **SARASOTA COUNTY 2010-01 CYCLE OF COMPREHENSIVE PLAN AMENDMENTS WORKSHOP MINUTES**

The Planning Commission, at its February 5, 2009, meeting authorized County Staff to hold workshops to receive public input regarding County-initiated Transportation and Future Land Use Chapter proposed comprehensive plan amendments in the 2010-01 Cycle. Sarasota County advertised and held three workshops regarding the proposed 2010-01 Cycle of Amendments to the Comprehensive Plan. The first workshop was held Wednesday, March 25, 2009, located at the Sarasota County Sheriff's Substation, 101 Orange Street, in Englewood, from 6 to 8:00 p.m. Twenty-four people attended the workshop. Twelve staff members were available to explain the proposed amendments and to answer and address comments and questions. The second workshop was held Thursday, March 26, 2009, located at the Sarasota County Operations Center, 1001 Center Blvd., Training Room, in Sarasota, from 6 to 8:00 p.m. Eleven staff members were present. No one from the public attended the workshop. Because of the lack of attendance at the March 26<sup>th</sup> workshop, staff held an additional workshop on June 2, 2009, at the Sarasota County Administration Center, 1660 Ringling Blvd, in the 1<sup>st</sup> Floor Training Room, in Sarasota, from 6 to 8:00 p.m. Eleven staff members were present. Seventeen members from the public attended the workshop.

Each workshop was organized in an open house forum, with stations for each individual amendment. Each station included maps or large-sized displays along with at least one staff member. Handouts regarding the amendments were available at each station along with comment cards. An information and sign-in table was located at the front of the room with a staff member present to welcome attendees, explain the format, and guide attendees to their station of interest. Included below are comments provided from each workshop.

## **March 25<sup>th</sup> ENGLEWOOD WORKSHOP COMMENTS:**

### **Englewood Town Center Expansion Amendment**

- I have been waiting for this for a long time. The boundaries were decided by the community and we are all very happy. I have been patient and hope all rolls along as planned. Thank you for your time. - Tommy Kester, Englewood.
- Request Englewood Town Center Plan Ordinance 97-015. - Pete Laurin, Englewood.
- Five years in the making. Let's just get it done. - William Houghton, Englewood.
- Myself and a number of people that I know who own property just outside of the proposed area addition would like to be included in the CRA area and wonder why we are not. No one ever asked us if we would like to be included. Rumors of an outreach to the community are just not true. I own property on the corner of Elm and Gray Street. Expand the CRA area to include a solid block of territory from Lemon Bay to 776 – as long as residential taxes won't go up. This should be made clear and be written down for all of us to understand. - Glen Rich, Englewood.
- I live in an RCTOD and want this expansion. Ordinance 97-015. - Chris Bowersox, Englewood.
- I have been coming to these workshops for years now and expressed my opinions and desires. I am FOR this amendment and hope that this doesn't take as long as the RCTOD does/did. - Martha A. Demetriou, Englewood.
- I live in an RCTOD area and support this expansion. - Linda Bowersox, Englewood.

- We live inside the yellow expansion boundary and we definitely would like this area to be included in the RCTOD expansion. Thank you. - Cliff and Kathy Furman, Englewood.
- I live in the expansion boundary and would like to be included in the RCTOD expansion. - Clifford Furman, Englewood.

### **General Transportation Comments**

- Increase time on walk light at Englewood Isles Blvd. Lemon Bay Shopping Center timer countdown light. - David Leigh, Englewood.
- The citizens of the River Road area need protection for bicyclists along River Road. Please bring the area from Winchester Blvd. west to Pine Street up to standard for arterial road and bicycles. Currently there are no shoulders and there are numerous adults and children who ride their bikes there. - Nita Edmonson-Cole, Englewood.
- I like traffic calming features and trails that use recycled materials and pervious features that improve hydrology – we should encourage alternative means of transportation. - Bret Clark.
- Need to have a street light on Elm and Harvard Street. Not enough lighting on Elm. - Alexander Lynda, Englewood.
- Allow residential redevelopment with new urbanism pods. Against infill. Keep vacant parcels green with trees. - Bret Clark, Englewood.

### **Scenic Highways**

- Please amend Lemon Bay/Myakka Trail map to include the intersecting terminus at US 41 in Port Charlotte and the Cape Haze loop (even though this is in Charlotte County). Just to make it a little cleaner. Thanks! - Bret Clark, Englewood.
- Please include all of the Lemon Bay/Myakka Trail Scenic Highway in the Charlotte County area on the map. - Nita E. Cole, Englewood.

### **Reconstruction on Barrier Islands**

- The Zoning Ordinance should provide more choices, and not less choices, CRA should not be about conformity. Architectural standards SHOULD NOT impose upon the individual property owners, and or ARTISTS. FASCISM should be discourages at all levels or CRA will be a failure. - No name provided.
- The first priority is being fair to the property owner – for example what becomes of the hapless farmer? - Bret Clark, Englewood.
- Grandfather in! - Lynda Alexander, Englewood.

## **MARCH 25, 2009 NORTH COUNTY WORKSHOP COMMENTS:**

- N/A

## **JUNE 2<sup>nd</sup> WORKSHOP COMMENTS:**

### **Transit Standards**

- Tom Minnich, SW County Homeowners Alliance, commented that transit service is needed to serve the two-county (Sarasota County and Charlotte County) Englewood community. SCAT fixed route bus service should extend to Merchant's Crossing, a commercial center along Pine Street and SR 776, just south of the boundary. Englewood residents use the center for shopping and employment. And to San Casa and Wal-Mart. (Staff Notes)
- Strike amendment to Policy 3.2.2. This requires that the County allow a developer to put in a bus stop in return for being excused from traffic concurrency. Whatever the intent, that's what it says. That is irresponsibly insane and a declaration of war against the public interest. - Dan Lobeck, Sarasota.
- (Comments from Phil Lieberman, Staff:) Mr. Lobeck objects to a policy which blends transit and roadway concurrency. He does not believe that mass transit in Sarasota can reduce automobile trips because, in his view, transit here is chiefly for transit-dependent populations, i.e. persons without a car. He believes that the proposed policy would open the door to weakening roadway concurrency. Mr. Lieberman explained to Mr. Lobeck that the policy was written not to weaken roadway concurrency, but rather to find additional resources for transit improvements such as bus shelters. Without substituting some transit trips, based on a modest split, for automobile trips, it will not be possible to "double-charge" developers, since there is a finite number of trips involved. There would be no "rational nexus" for transit improvements without that logic. Furthermore, Mr. Lieberman cited recent surveys which show that the percent of SCAT riders who are transit dependent has declined over the years.
- Head way not more that 5 minutes – any longer and you are just jerking people's chains. Have to have neighbor shuttles to bring people to nearby destinations and to the bus stop. Every stop must have a bench and shelter. - Pete Thiesen, Sarasota.

### **General Comments**

- I am here gathering info to share with CONA and will comment after our discussion at our meeting on June 8<sup>th</sup>. - Ann Kaplan, CONA President

### **Transportation Amendments (Levels of Service, Significant Local Roads)**

- We are THIRTY YEARS behind "concurrency". We have to stop all development until we catch up. - Pete Thiesen, Sarasota.
- What you really need is frequently running electric rail, backed up by park-and-ride facilities and feeder busses. Neighborhood shuttles to provide portal-to-portal public transportation NOT just for handicapped, everybody. Then some people WILL cut down to one car or even do without. When it has been there for some time and they know it won't be taken away. - Pete Thiesen, Sarasota
- 1. No need to do now because SB 360 has delayed financial feasibility requirements. 2. Growth Rate projections are too high in light of recent and projected growth, i.e. from BEBR.

3. End result would be to lower LOS and therefore allow more traffic congestion – a bad thing! - Dan Lobeck, Sarasota.

- The LOS for Beach Road and Ocean Blvd. was Level F pre-EAR, now indicates LOS of B or C. It should be “F”. - Lourdes Ramirez, Siesta Key.

#### **Nonconforming Residential Densities**

- County insists on home improvements be done in the MOST EXPENSIVE way possible, and forbids improving a property if it needs more than 50% of its value at these inflated prices. Everything possible to do to a home requires a permit. Once the permit is required a LICENSED technician has to do ALL the work – the homeowner CAN'T do it himself. Cross between the rich and the Soviet, if you ask me. - Pete Thiesen, Sarasota.

# PROPOSED COMPREHENSIVE PLAN SIGN IN SHEET

Neighborhood Workshop on March 25, 2009


Please Print Clearly

CITIZEN NAME	ADDRESS, CITY, STATE, ZIP CODE	E-MAIL ADDRESS
William Hoaghton	341 CEDAR ST ENGLEWOOD FL 34225	
Carol Sakowitz Englewood Sun	Dearborn St. Englewood	csakowitz@gmail.com
Robert/Kate Frankel	5 Sausalwood Dr,	
Carol & Fred Meyer	201 No. Elm St	
Jimmy <del>Frankel</del>	245 CEDAR ST	BLUESKY772@ JENRIZO@NET
GLENN RICH	105 GULFBREEZE BLVD	RICHJGR7@aol.com

# PROPOSED COMPREHENSIVE PLAN SIGN IN SHEET

Neighborhood Workshop on March 25, 2009

Please Print Clearly

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CLIFF FERRON	375 CEDAR ST E411 FC 34223	✓
Angela Alexander	410 - Xaverwood St 34223	✓

CITIZEN NAME	ADDRESS, CITY, STATE, ZIP CODE	E-MAIL ADDRESS
David Leigh	3 Oakwood Pen Englewood 34223	✓
CAROL L. FORB	810 W. VALENTINE ST. ENG 34223	✓
Pete Laurin	601 Pineville Ln Englewood 34223	✓
R. Hamstrom	380 Old Englewood Rd. Eng. 34223	✓
SON BEDDERIK	Englewood, Cape Hen Ara Clamburg Concrete	CEO@ Englewood Clamburg con ✓
<del>XXXXXXXXXX</del>		

3-25-09

# Nhood WKsp

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Kwamea Sankah	"
Ryan Newcomb	"
Adriana Trujillo Villa	PDS
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3-26-09

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[Signature]	[Signature]	SCAF

# PROPOSED COMPREHENSIVE PLAN SIGN IN SHEET

Neighborhood Workshop on June 2, 2009

Please Print Clearly

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Dick Davis	Casper Key	

# PROPOSED COMPREHENSIVE PLAN SIGN IN SHEET

Neighborhood Workshop on June 2, 2009

Please Print Clearly

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CAROL SKOWITZ	NORTH POINT GUN	

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NORA PATTERSON	SARASOTA COUNTY	

June 2, 2009 Workshop  
2010 CPA

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Kuamara Sankar "

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Phil Liskerman "

Elise Colman "

Anthony Salvane Planning Services -

Adriana Trujillo-Villa "

Crystal Allred "

Laura Boyce

MARSH RICHARDSON Communications

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**APPENDIX B – PLANNING COMMISSION RESOLUTION**

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RESOLUTION OF THE SARASOTA COUNTY PLANNING COMMISSION

RECOMMENDATION FOR THE APPROVAL OF COMPREHENSIVE PLAN AMENDMENT 2010-01-D PROVIDING FOR THE AMENDMENT OF THE SARASOTA COUNTY COMPREHENSIVE PLAN AS ADOPTED BY SARASOTA COUNTY ORDINANCE NO. 89-18 AS AMENDED; AMENDING A PRIMARY COMPONENT OF THE TRANSPORTATION CHAPTER BY ADDING AND AMENDING POLICIES; AND AMENDING OTHER SUCH PORTIONS OF THE PLAN AND OTHER SUPPORTIVE MATERIAL, AS DEEMED NECESSARY, IN ORDER TO MAINTAIN INTERNAL CONSISTENCY.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida, the Sarasota County Home Rule Charter, and the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161, et seq., Florida Statutes (the Act), Sarasota County is authorized and required to adopt a comprehensive plan; and

WHEREAS, Sarasota County Ordinance No. 76-51, as amended, designated the Sarasota County Planning Commission as the Local Planning Agency for the unincorporated area of Sarasota County, Florida, for the preparation and recommendation of a comprehensive plan and amendments thereto by the Sarasota County Planning Commission and the adoption of a comprehensive plan and amendments thereto by the Board of County Commissioners in accordance with the provisions of the Act; and

WHEREAS, *The Sarasota County Comprehensive Plan* was adopted by the Board of County Commissioners by Sarasota County Ordinance No. 89-18; and

WHEREAS, the Act, Sections 163.3184 and 163.3187, Florida Statutes, provide specific procedures to amend adopted comprehensive plans; and

WHEREAS, the Sarasota County Planning Commission has held a Public Hearing with due public notice to receive public comments on the proposed amendment to the Comprehensive Plan, including additional revisions to the Comprehensive Plan to maintain internal consistency; and

WHEREAS, the Sarasota County Planning Commission has reviewed the proposed amendment to the Comprehensive Plan and has considered the public testimony received at said Public Hearing.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of Sarasota County, Florida, in public meeting assembled:

1. The Planning Commission hereby transmits to the Board of County Commissioners proposed Comprehensive Plan Amendment 2010-01-D as set forth in Exhibit "A" as attached hereto, with the recommendation to approve said amendment.

PASSED AND DULY ADOPTED BY THE SARASOTA COUNTY PLANNING COMMISSION, this \_\_\_\_\_ day of \_\_\_\_\_, 2009

SARASOTA COUNTY PLANNING COMMISSION

By: \_\_\_\_\_  
Jody Hudgins, Chair

## Exhibit "A"

**Note:** The proposed changes to the Transportation Chapter are shown in ~~strikethrough~~ and underline format.

### TRANSPORTATION

#### Page 6-18

#### Traffic Circulation Sub-Element

#### Analysis

##### Analysis of Existing Conditions

Staff used the County's generalized level of service tables to estimate ~~2003~~ 2008 operating conditions on all thoroughfares within Sarasota County. Included in this analysis is the incorporation of peak direction levels of service for roads. Sarasota County's LOS methodology includes a somewhat simplified version of the ~~Highway Capacity Manual 2000~~ HCM signalized intersection and urban arterial analysis procedures. In specific applications, actual traffic conditions, signal characteristics, and roadway geometry are taken into consideration. In the County's generalized LOS tables, the County uses average values for each facility type. This results in LOS tables based on uniform and individually symmetrical road segments. While the current analysis procedures rely on ~~2003-2008~~ traffic data and ~~Highway Capacity Manual 2000~~ the HCM methods, the County will continue to update the analysis procedures as necessary to incorporate the best available data and professionally accepted practices.

Table 6-1, "Peak-Hour Roadway LOS by Jurisdiction" presents a comparison between the State and County systems, displaying the total lane miles operating below LOS "D" peak hour and LOS "E" peak hour for each jurisdiction. A list of deficient road segments, based on a LOS standard of "C" peak hour for County roadways and the adopted FDOT LOS for State roads, is provided in Table 6-2, "Deficient Roadways, ~~2003-2008~~." The column labeled "Default LOS" is the default or desired operating standard for each roadway before application of any exceptions as may be specified in the ~~constrained and backlogged~~ Non-Conforming facilities table.

#### Page 6-21

#### Traffic Circulation Sub-Element

#### Analysis

##### Adoption of Roadway Levels of Services

Although the level of service standard described above provides an overall goal toward which the County can strive, the adoption of a level of service as high as "C" peak hour, based on a 100th highest hour design criteria, for ~~constrained and backlogged~~ Non-Conforming roadways would not be environmentally or financially feasible. Non-conforming facilities are the thoroughfares that are projected not to meet the adopted level of service standards in the 5-

Year Schedule of Capital Improvements by an increase in threshold volumes by 15 percent. ~~Constrained County non-conforming~~ roadways are defined as exhibiting a level of service lower than the adopted standard and not being able to attain the adopted standard because prohibitive costs or environmental limitations prevent the construction of at least two additional through lanes. ~~Backlogged County roadways are defined as roadways operating below the adopted standard which do not have prohibitive financial or environmental constraints but are not scheduled for major capacity improvement in the County's Five Year Schedule of Capital Improvements.~~ Thus, the LOS for Non-Conforming constrained roadways, i.e. prohibited due to physical or other policy limitations or backlogged roadways, ~~i.e. currently un-funded in 5-Year Schedule of Capital Improvements,~~ is to maintain the current level of service with minimal degradation.

Between U.S. 301 and I-75, University Parkway lies along the Manatee/Sarasota County line. The generalized level of service data of Table 6-2 shows University Parkway between ~~U.S. 301 Whitefield Avenue~~ and I-75 to have been operating at level of service (LOS) D in ~~2003 2008~~. University Parkway has been constructed as a six-lane divided arterial roadway and is not planned to be widened to include additional general purpose lanes. Also, University Parkway has an adopted LOS "D" for purpose of evaluating transportation concurrency in Manatee County and absent any indication to the contrary, the County would have an adopted LOS "~~C~~" "D" for Sarasota County concurrency purposes. To resolve this discrepancy, to acknowledge current operating conditions, and based on the interlocal agreement with Manatee County regarding access control and maintenance responsibilities for University Parkway, Sarasota County considers the adopted LOS on University Parkway to be "D" for evaluating transportation concurrency. Therefore, a segment of University Parkway has been included in "Table 6-5: Designated ~~Backlogged and Constrained non-conforming~~ Roadways in Sarasota County" as constrained at LOS D. (RU-131, Ord No. 2008-033, March 14, 2008)

The adoption of a level of service standard for State roadways must consider the standard adopted by FDOT. If the County were to adopt a higher level of service standard on State roadways, the burden would rest on the County to prove that such a LOS could be maintained. The County's acceptance of ~~constrained and backlogged non-conforming~~ roadways on both the State and County systems, however, presumes an additional responsibility on the part of the County in its review and approval of development orders: to base such decisions on maintaining the existing level of service of such roadways and to not allow the existing operating conditions to be degraded.

One strategy for maintaining roadway conditions on ~~constrained and backlogged non-conforming~~ facilities is the adoption of Impact Management Plans developed in coordination with FDOT, the MPO, the Southwest Florida Regional Planning Council (SWFRPC), and other affected jurisdictions.

**Page 6-25**

**Traffic Circulation Sub-Element**

**Analysis**

## Accident Frequency Data

In 1998, Sarasota County Public Works began preparing and publishing an annual "Crash Analysis for Sarasota County." In the report, emphasis is placed on crash rates and types at intersections. Table 6-3 Accident Frequency Data at Intersections is a summary of the 1997 through ~~2003-2006~~ reports with information regarding the locations with the highest crash rates. Total crashes per year and crashes per one million entering vehicles (MEV) are presented. The intersection data are sorted based on the average crash rate over the seven-year analysis period. These applicable accident frequency data provide only one factor in the analysis used to identify needed roadway or intersection improvements

## Future Roadway Levels of Service

A projection of future LOS was performed for the year ~~2010-2014~~. In addition to the existing road network, road projects which are scheduled for completion by the end of ~~2010-2014~~ were incorporated in the analysis. These additions included those projects in the road construction program listed in the County's adopted FY~~2005-2009~~ FY~~2009-2013~~ Capital Improvements Program; other projects identified in the MPO's adopted Transportation Improvement Program; and State projects in FDOT's adopted 5-Year Work Program. Future traffic volumes were projected for the ~~2010-2014~~ road network by applying growth factors based on historical traffic counts from ~~2000-2005~~ to ~~2003-2008~~. The growth rates were adjusted by representing rates less than 0.5 percent as 0.5 percent and rates above 5 percent as 5 percent. Note that this procedure has the inherent assumption that 2000 to 2003 historical growth will continue through ~~2010-2014~~ without restraint.

~~However, if~~ If all of the assumptions ~~made in this 2010 evaluation procedure~~ hold true, roadways listed in Table 6-4, "Projected Deficient Roadways, ~~2010-2014~~", and shown on Figure 6-8, "Projected Deficient Roadways, ~~2010-2014~~", ~~will be deficient~~ are projected not to meet the adopted levels of service in ~~2010-2014~~. Some of the projected ~~2010-2014~~ deficient roadways are currently operating at or above LOS "C" during the peak hour, based on a 100th hour design criteria, or, where applicable, the adopted FDOT LOS standard. ~~At this time, these roadways do not warrant special consideration as constrained or backlogged facilities.~~ The roadways which are listed in both Table 6-2, "Deficient Roadways, ~~2003-2008~~", and in Table 6-4, "Projected Deficient Roadways, ~~2010-2014~~", are the only ones that are candidate ~~constrained or backlogged non-conforming facilities~~. Table 6-2 contains the results of a generalized Level of Service analysis. To develop ~~a final constrained and backlogged facilities list~~ the list of non-conforming facilities, staff ~~also~~ takes into consideration ~~detailed analysis~~ the conservative nature of the Highway Capacity Manual's (HCM) generalized level of service methodology and scheduled improvements that will affect level of service on the candidate facilities. For the conservative approach, the threshold volumes for LOS standards C, D, and E were increased by 15 percent. Often a better level of service is found than would be predicted using generalized level of service methods alone. Table 6-5, "Designated ~~Constrained and Backlogged Non-Conforming~~ Roadways in Sarasota County", includes the effects of the supplemental analysis and scheduled improvements and is therefore a subset of the candidate list. In Table 6-5, the "Default LOS" column represents the standard, desired operating level of service for each roadway. The "B/C-LOS Non-Conforming LOS" is the adopted level of service specified based on the level of service analysis and programmed improvements. ~~The "Status" column indicates whether the lower adopted LOS is due to backlogged improvements, suggesting a better LOS may be restored at the time of future-but-currently-unfunded improvements, or if it is constrained, meaning there are no potential improvements to provide better operating conditions.~~

## Goals, Objectives, and Policies

### TRAN Policy 1.3.2.

Sarasota County shall adopt and maintain a Level of Service (LOS) standard of "C" peak hour, based on a 100th hour design criteria (hereafter referred to as LOS "C"), for all County maintained arterials and collectors except those roadways which have been designated as ~~either constrained or back-logged~~ non-conforming facilities. ~~Constrained County facilities are defined as roadways operating below LOS "C" which are not capable of attaining LOS "C" because prohibitive costs or environmental limitations prevent the construction of at least two additional through lanes.~~ non-conforming ~~Backlogged~~ County facilities are defined as roadways operating below the LOS "C" standard and ~~which do not have prohibitive financial or environmental constraints but~~ are not scheduled for major capacity improvements in the County's Five Year Schedule of Capital Improvements (Table 10-3 in the Capital Improvements Chapter). For the purposes of implementing this Policy, the designated ~~constrained and backlogged~~ non-conforming County facilities are listed in Table 6-5.

### TRAN Policy 1.3.3.

The minimum level of service standards adopted by Sarasota County for roads designated on the State Highway System and under the jurisdictional responsibility of the Florida Department of Transportation shall be based on and consistent with the statewide minimum level of service standards set forth in Chapter 14-94, Florida Administrative Code, and contained in Appendix ~~F~~ D, Section 3. Any future changes in the State operating level of service standards by the Florida Department of Transportation will require consideration of a Comprehensive Plan amendment to ensure continued consistency with the state standards. For the purposes of implementing this Policy, the designated ~~constrained and backlogged~~ non-conforming State facilities are listed in Table 6-5.

**LIST OF TABLES AND FIGURES**

**Table 6-1: ~~2003~~ 2008 Peak Hour Roadway LOS by Jurisdiction**

Jurisdiction	Total	LOS D, E, or F		LOS E or F	
	Lane Miles	Lane Miles	Percent by Jurisdiction	Lane Miles	Percent by Jurisdiction
State	<del>612634</del>	<del>209195</del>	<del>34.2%</del> <del>30.7%</del>	<del>40972</del>	<del>17.8%</del> <del>11.3%</del>
Sarasota County	<del>592612</del>	<del>40873</del>	<del>48.2%</del> <del>11.9%</del>	<del>2615</del>	<del>4.4%</del> <del>2.5%</del>
Total	Lane <del>1,2041,247</del>	<del>317268</del>	<del>26.3%</del> <del>21.5%</del>	<del>43587</del>	<del>11.2%</del> <del>7.0%</del>

Notes:

(1) Table reflects existing roadway conditions plus funded roadway capacity improvements.

(2) Level of Service based on adopted LOS methodology presented in Appendix F, Section 2.

Source: Sarasota County Public Works, ~~2005~~ 2009

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
17th Street	U.S. 301	N East Ave	City/Sar	D	C
17th Street	Beneva	Prudence	County	D	C
Bahia Vista Street	U.S. 41	Shade	City/Sar	E	C
Bahia Vista Street	Shade	Euclid	City/Sar	F	C
Bahia Vista Street	Euclid	Tuttle	City/Sar	F	C
Bahia Vista Street	Kaufman	Beneva	County	D	C
Bee Ridge Road	I-75	Mauna Loa	County	F	C
Bee Ridge Road	Mauna Loa	Sarasota Club	County	F	C
Bee Ridge Road	Sarasota Club	Golf	County	F	C
Bee Ridge Road	Club	Bent Tree	County	D	C
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	F	D
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	F	D
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	F	D
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	F	D
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	F	D
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	F	D
Beneva Road	Circus	Fruitville	Co./Sar	D	C
Beneva Road	Bahia Vista	Riviera Dr	County	D	C
Beneva Road	Riviera Dr	Webber	County	D	C
Beneva Road	Bee Ridge	Wilkinson	County	D	C

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
Beneva Road	Wilkinson	Proctor	County	D	C
Beneva Road	Clark	Kingston	County	D	C
Cattlemen Road	Fruitville	N. Packinghouse	County	D	C
Cattlemen Road	Palmer	Bahia Vista	County	F	C
Cattlemen Road	Colonial Oaks	Webber	County	D	C
Cattlemen Road	Webber	Countrywood	County	F	C
Cattlemen Road	Countrywood	Cattleridge Blvd	County	E	C
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	F	C
Cattlemen Road	Bee Ridge	Center Pointe	County	F	C
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	F	D
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	F	D
		Arthur Andersen			
Fruitville (SR 780)	Honore	Pkwy	FDOT	F	D
	Arthur Andersen				
Fruitville (SR 780)	Pkwy	Cattlemen	FDOT	F	D
Fruitville (SR 780)	Cattlemen	I-75	FDOT	F	D
Fruitville	I-75	Coburn S	County	F	C
Fruitville	Coburn S	East Road	County	F	C
Fruitville	East Road	Tatum	County	F	C
		Sarasota Center			
Fruitville	Tatum	Blvd	County	D	C
Gantt Road	Proctor	Ashton	County	D	C
Gantt Road	Ashton	Clark	County	D	C
Honore Avenue	University	Desoto	County	D	C
Honore Avenue	Desoto	Longmeadow	County	D	C
Honore Avenue	Taywood	17th	County	E	C
Honore Avenue	17th	Richardson	County	F	C
Honore Avenue	Richardson	Fruitville	County	F	C
Honore Avenue	Proctor	Ashton	County	D	C
Honore Avenue	Ashton	Clark	County	D	C
I-75 (SR 93)	University	Fruitville	FDOT	D	C
I-75 (SR 93)	Fruitville	Bee Ridge	FDOT	D	C
I-75 (SR 93)	Clark	SR 681	FDOT	C	B
I-75 (SR 93)	SR 681	Laurel	FDOT	C	B
I-75 (SR 93)	Laurel	Jacaranda	FDOT	C	B
I-75 (SR 93)	Jacaranda	River Rd	FDOT	C	B
I-75 (SR 93)	River Rd	Sumter Blvd	FDOT	C	B
	Executive/Comm				
Jacaranda Boulevard	ercial	Venice	County	D	C
Jacaranda Boulevard	Center	Indian Hills Blvd	County	D	C
Jacaranda Boulevard	Woodmere Park	U.S. 41	County	D	C
Lockwood Ridge Road	University	61st	County	D	C
Lockwood Ridge Road	17th	12th	City/Sar	D	C
McIntosh Road	King Richard Dr	Bahia Vista	County	D	C
McIntosh Road	Linwood	Webber	County	E	C

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
McIntosh Road	Webber	Bee Ridge	County	F	C
Palmer Boulevard	Cattlemen	Packinghouse	County	D	C
Palmer Boulevard	Packinghouse	Porter	County	F	C
Ringling Causeway (SR 789)	New Pass Bridge	City Island Rd	FDOT/Sar	E	D
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	F	D
Ringling Causeway (SR 789)	St. Armands Circle	Bird Key Dr	FDOT/Sar	E	D
Shamrock Boulevard	U.S. 41	Banyan	County	D	C
Swift Road	Wilkinson	Proctor	County	D	C
Tuttle Avenue	University Pkwy	Desoto	County	D	C
Tuttle Avenue	Fruitville	Ringling	City/Sar	F	C
Tuttle Avenue	Ringling	Browning St	City/Sar	D	C
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	D	C
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	D	C
Tuttle Avenue	Hyde	Webber	County	D	C
University Parkway	Old Bradenton Rd	Desoto	County	D	C
University Parkway	West University Pkwy	U.S. 301	County	D	C
University Parkway	Whitfield Longwood Run	Longwood Run Blvd	County	D	C
University Parkway	Blvd	Medici	County	D	C
University Parkway	Medici	Honore	County	D	C
University Parkway	Honore	Cooper Creek	County	D	C
University Parkway	Cooper Creek	I-75	County	D	C
U.S. 301 (SR 683)	University	Desoto	FDOT	F	D
U.S. 301 (SR 683)	Desoto	47th	FDOT	F	D
U.S. 301 (SR 683)	47th	Northgate	FDOT	F	D
U.S. 301 (SR 683)	Northgate	Myrtle	FDOT	F	D
U.S. 301 (SR 683)	Myrtle	27th	FDOT/Sar	F	D
U.S. 301 (SR 683)	27th	17th	FDOT/Sar	F	D
U.S. 301 (SR 683)	17th	12th	FDOT/Sar	F	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	F	D
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	F	D
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	F	D
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	F	D
U.S.41 By-Pass (SR 45A)			FDOT/Ve		
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd	n	F	D
U.S.41 (SR 45)	Albee Farm Rd	Venice Ave	n	F	D
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	F	D
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	F	D

**Table 6-2. Deficient Roadways, ~~2003~~ 2008**

Road Name	From	To	Jurisdiction	2008 LOS	Default LOS
U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	F	D
U.S.41 (SR 45)	27th	10th	FDOT/Sar	E	D
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	F	D
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	F	D
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	F	D
U.S.41 (SR 45)	Ringling	Orange	FDOT/Sar	E	D
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	E	D
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	F	D
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	F	D
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	F	D
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	F	D
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	F	D
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	F	D
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	F	D
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	F	D
U.S.41 (SR 45)	Glengary	Worrington	FDOT	F	D
U.S.41 (SR 45)	Worrington	Field	FDOT	F	D
U.S.41 (SR 45)	Field	Proctor	FDOT	F	D
U.S.41 (SR 45)	Stickney Point	Gulf Gate	FDOT	E	D
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	F	D

NOTE: The effects of scheduled capacity improvements in the County's adopted Capital Improvements Program and the FDOT Work Program are not included in this table.

Source: Sarasota County Public Works, ~~2005~~2009

Table 6-3: Accident Frequency Data At Intersections (rates in crashes per one million entering vehicles)

Intersection	1997 Crashes		1998 Crashes		1999 Crashes		2000 Crashes		2001 Crashes		2002 Crashes		2003 Crashes		2004 Crashes		2005 Crashes		2006 Crashes		Avg Rate
	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
Center Rd.	7	0.97	9	1.03	12	1.57	18	2.23	23	2.72	27	3.28	30	3.67	29	3.40	20	2.44	3	0.33	2.22
17th St.	20	1.38	27	1.79	33	2.21	30	1.92	39	2.31	30	1.83	37	2.20	37	2.28	43	2.61	36	2.21	2.07
Jacaranda	12	1.11	20	1.71	20	1.41	26	2.10	31	2.15	35	2.43	35	2.28	37	2.26	50	2.81	31	1.61	1.99
Bee Ridge	38	1.57	46	1.85	45	1.76	50	2.03	51	1.88	49	1.63	53	1.91	49	1.73	77	2.55	69	2.45	1.94
University Pkwy.	21	1.36	17	1.04	26	1.54	36	2.38	41	2.30	34	1.87	44	2.42	39	2.09	40	2.21	40	2.19	1.94
Stockney Pt.	20	1.00	42	1.74	44	1.78	41	1.54	45	1.64	64	1.82	62	2.22	65	1.91	55	1.97	68	1.91	1.75
River Rd.	13	1.44	11	1.06	2	0.21	16	1.43	23	1.89	15	1.20	21	1.58	31	2.68	39	2.73	38	2.47	1.67
Clark	13	2.05	21	1.68	20	1.40	35	1.33	17	1.29	28	1.74	31	1.74	37	2.01	36	1.89	20	1.05	1.62
Laurel Rd.	30	1.93	23	1.45	24	1.51	18	1.14	29	1.53	37	1.94	18	0.98	30	1.69	41	2.00	37	1.53	1.57
Bahia Vista	23	1.35	18	1.01	30	1.71	21	1.16	37	1.89	31	1.53	32	1.59	29	1.50	25	1.29	45	2.46	1.56
Webber	16	1.08	29	1.80	23	1.49	28	1.82	34	2.10	22	1.34	23	1.38	21	1.14	18	1.03	34	2.06	1.52
Bee Ridge	20	1.01	29	1.42	31	1.40	37	1.86	33	1.40	33	1.31	34	1.44	40	1.67	39	1.58	48	1.97	1.51
Sarasota Square Blvd.	7	0.83	12	1.53	11	1.33	17	2.13	15	1.65	14	1.74	11	1.28	12	1.36	14	1.57	13	1.45	1.49
Proctor	14	1.08	18	1.34	15	1.08	17	1.27	30	2.13	15	1.01	28	1.89	22	1.49	28	1.86	16	1.12	1.43
Desoto	5	0.52	11	1.27	13	1.35	19	1.94	16	1.58	12	1.13	14	1.24	22	2.10	16	1.47	17	1.64	1.42
Lockwood Ridge	13	0.73	16	0.89	28	1.43	19	0.87	40	1.80	38	1.50	40	1.54	54	2.08	36	1.38	40	1.60	1.38
Clark	11	0.97	16	1.31	14	1.11	26	1.72	22	1.41	28	1.70	27	1.58	17	0.99	16	0.89	31	1.64	1.33
Clark/Stockney Pt.	10	0.53	28	1.48	25	1.14	22	1.05	26	1.14	31	1.31	37	1.51	44	1.78	41	1.69	42	1.64	1.33
Bee Ridge	17	1.17	-	-	26	1.47	19	1.06	21	1.15	42	2.14	30	1.63	34	1.78	26	1.24	23	1.48	1.31
Shamrock Dr./Blvd	13	0.84	22	1.31	26	1.30	19	0.86	25	1.00	46	1.85	18	0.72	42	1.72	39	1.55	43	1.61	1.27
Honore	7	0.63	8	0.64	17	1.33	18	1.34	22	1.48	16	1.08	17	1.12	21	1.41	31	1.94	17	1.20	1.22
17th St.	15	1.13	12	0.81	17	1.10	16	1.08	12	0.76	18	1.16	20	1.22	27	1.56	26	1.46	25	1.49	1.18
Bee Ridge	19	0.87	21	0.95	24	1.05	27	1.12	28	1.04	36	1.38	36	1.31	28	1.02	47	1.55	32	1.08	1.14
Cattlemen	6	0.63	-	-	17	1.35	19	1.43	22	1.67	19	1.18	18	1.10	21	1.25	22	1.26	25	1.40	1.13
Gantt	6	0.68	7	0.84	9	0.88	14	1.37	14	1.24	15	1.52	10	0.74	8	0.53	20	1.62	13	1.10	1.05
Dearborn	7	0.66	7	0.65	11	0.94	11	1.00	10	0.88	15	1.22	12	0.95	10	0.84	20	1.67	17	1.33	1.01
Indiana(S.R.776)	18	1.20	12	0.86	13	0.91	20	1.29	16	0.96	23	1.35	26	1.56	9	0.52	18	1.01	6	0.39	1.01
U.S.41/Bly Pass	7	0.63	4	0.36	16	1.36	12	1.02	8	0.58	18	1.34	14	1.06	9	0.69	19	1.50	17	1.37	0.99
Maintosh Rd.	10	0.72	-	-	17	1.12	13	0.83	20	1.19	21	1.32	19	1.16	18	1.07	9	0.57	23	1.42	0.94
U.S.301	12	1.19	9	0.89	7	0.71	10	1.01	16	1.53	17	1.57	11	0.96	5	0.46	4	0.33	5	0.48	0.91
Dr.M.L. King	23	1.16	19	0.94	28	1.34	25	1.28	17	0.79	13	0.56	12	0.52	13	0.53	35	1.49	10	0.45	0.91
Venice Ave.	4	0.55	4	0.60	10	1.45	4	0.57	5	0.67	-	-	9	1.15	11	1.36	10	1.24	10	1.39	0.90
Proctor	10	0.70	16	1.03	12	0.86	14	0.88	25	1.39	13	0.73	15	0.85	13	0.74	22	1.09	16	0.88	0.89
Beneva/amo	6	0.77	3	0.31	6	0.62	7	0.74	7	0.77	11	1.04	13	1.30	6	0.58	15	1.68	10	1.09	0.89
Midnight Pass	5	0.72	5	0.58	6	0.66	7	0.76	12	1.23	5	0.49	5	0.54	11	1.14	12	1.24	12	1.39	0.88
Cattlemen	12	1.01	5	0.45	11	0.96	7	0.61	7	0.57	10	0.77	13	1.07	13	0.99	21	1.54	9	0.75	0.87
Wilkinson	11	0.63	13	0.82	9	0.54	12	0.75	12	0.67	20	1.10	20	1.04	19	1.01	23	1.21	14	0.73	0.86
Sawyer	6	0.55	9	0.88	9	0.86	11	1.02	10	0.89	8	0.71	9	0.73	9	0.78	8	0.71	13	1.18	0.83
Gulf Gate	5	0.55	2	0.22	8	0.86	7	0.75	5	0.47	10	0.98	10	0.98	9	0.87	12	1.17	14	1.38	0.82
Webber	5	0.55	2	0.22	8	0.86	7	0.75	5	0.47	10	0.98	10	0.98	9	0.87	12	1.17	14	1.38	0.82

The portion of the table above this point is the Top 40 intersections ranked based on average rate over 10 years

Table 6-3: Accident Frequency Data At Intersections [rates in crashes per one million entering vehicles]

Intersection	1997 Crashes		1998 Crashes		1999 Crashes		2000 Crashes		2001 Crashes		2002 Crashes		2003 Crashes		2004 Crashes		2005 Crashes		2006 Crashes		Avg Rate
	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
McIntosh	5	0.81	8	1.18	3	0.39	12	1.56	7	0.82	4	0.46	7	0.77	8.00	0.84	8	0.84	3	0.35	0.80
Center Rd.	9	0.54	12	0.82	15	0.94	5	0.29	14	0.76	22	1.12	16	0.82	7.00	0.36	14	0.63	32	1.56	0.78
Desoto	4	0.73	4	0.66	6	0.97	2	0.31	7	1.00	6	0.91	3	0.41	7.00	1.01	5	0.69	8	0.97	0.77
Bee Ridge	12	0.89	10	0.77	11	0.77	9	0.72	13	0.90	11	0.71	10	0.68	8.00	0.58	16	1.04	8	0.51	0.76
Alligator	11	0.87	7	0.53	5	0.37	10	0.64	17	0.99	13	0.79	8	0.50	14.00	0.88	16	0.87	15	0.88	0.73
Bee Ridge	8	0.60	7	0.51	4	0.26	17	1.06	12	0.69	18	1.03	15	0.79	12.00	0.64	12	0.63	21	1.04	0.72
Bay Street	7	0.60	6	0.53	5	0.43	5	0.37	11	0.76	20	1.31	15	0.98	9.00	0.56	3	0.2	23	1.37	0.71
SR 776	10	0.91	7	0.47	10	0.61	10	0.63	6	0.34	16	0.95	15	0.91	9.00	0.52	21	1.07	14	0.70	0.71
Central Sarasota Pkwy	7	0.56	2	0.16	7	0.47	20	1.32	12	0.77	14	0.85	11	0.56	15.00	0.74	15	0.8	17	0.88	0.71
Clark	5	0.51	1	0.10	7	0.65	9	0.68	16	1.19	19	1.17	11	0.65	13.00	0.75	11	0.67	11	0.70	0.71
Dr.M.L. King	3	0.48	3	0.44	4	0.59	6	0.88	6	0.77	8	1.05	8	0.99	2.00	0.26	7	0.86	5	0.58	0.69
Albee Rd.	10	0.78	5	0.39	3	0.22	16	1.11	6	0.40	9	0.53	8	0.49	28.00	1.72	11	0.64	10	0.62	0.69
Bee Ridge	8	0.55	8	0.56	13	0.81	9	0.57	18	1.03	8	0.43	15	0.84	10.00	0.56	15	0.82	11	0.60	0.68
Honore	5	0.48	2	0.16	9	0.65	8	0.55	18	1.15	7	0.36	20	1.03	15.00	0.77	12	0.59	19	0.89	0.66
Cattlemen	16	1.56	9	0.90	16	1.59	12	1.14	17	1.31	-	-	-	-	-	-	0	0	0	-	0.65
Proctor	3	0.57	4	0.74	3	0.52	7	0.94	6	0.90	6	0.93	-	-	3.00	0.35	7	0.97	3	0.42	0.63
Rockley Blvd	6	1.10	5	0.86	1	0.16	4	0.51	3	0.32	9	1.00	2	0.21	7.00	0.7	2	0.2	6	0.61	0.57
Albee Farm Rd.	4	0.68	2	0.48	4	0.81	2	0.39	3	0.38	4	0.62	2	0.31	5.00	0.68	2	0.29	1	0.13	0.48
Beneva	5	0.54	1	0.11	3	0.32	-	-	3	0.31	7	0.73	7	0.65	8.00	0.74	9	0.86	4	0.41	0.47
S. U.S.41 By-Pass	15	0.94	11	0.67	13	0.76	12	0.68	-	-	10	0.51	5	0.26	4.00	0.2	2	0.1	9	0.44	0.46
Constitution	5	0.71	2	0.29	4	0.55	1	0.13	5	0.60	3	0.39	5	0.66	3.00	0.35	3	0.33	3	0.32	0.43
Tuttle	8	0.69	6	0.49	12	0.88	11	0.79	13	0.86	-	-	-	-	-	-	0	0	0	-	0.37
Fruitville	8	0.56	6	0.46	20	1.17	18	0.96	11	0.51	-	-	-	-	-	-	0	0	0	-	0.37
Glengary	12	0.75	12	0.69	15	0.76	25	1.22	-	-	-	-	-	-	-	-	0	0	0	-	0.34
Cattlemen	7	1.17	1	0.16	2	0.30	-	-	3	0.42	2	0.28	2	0.28	1.00	0.13	2	0.29	2	0.28	0.33
Field	9	0.56	-	-	-	-	8	0.39	4	0.21	-	-	9	0.47	11.00	0.56	4	0.2	4	0.52	0.29
U.S.41	4	0.70	2	0.33	-	-	5	0.61	4	0.41	-	-	-	-	-	-	0	0	0	-	0.20

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

Road	From	To	Jurisdiction	2014 LOS	Default LOS
17th Street	U.S. 301	N East Ave	City/Sar	D	C
17th Street	Beneva	Prudence	County	D	C
Albee Farm Road	Lucaya	U.S. 41	County	D	C
Bahia Vista Street	U.S. 41	Shade	City/Sar	F	C
Bahia Vista Street	Shade	Euclid	City/Sar	F	C
Bahia Vista Street	Euclid	Tuttle	City/Sar	F	C
Bahia Vista Street	Kaufman	Beneva	County	D	C
Bee Ridge Road	I-75	Mauna Loa	County	F	C
Bee Ridge Road	Mauna Loa	Sarasota Golf Club	County	F	C
Bee Ridge Road	Sarasota Golf Club	Bent Tree	County	E	C
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	F	D
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	F	D
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	F	D
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	F	D
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	F	D
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	F	D
Beneva Road	12th	Sarasota Commons	Co./Sar	D	C
Beneva Road	Circus	Fruitville	Co./Sar	D	C
Beneva Road	Bahia Vista	Riviera Dr	County	D	C
Beneva Road	Riviera Dr	Webber	County	D	C
Beneva Road	Bee Ridge	Wilkinson	County	D	C
Beneva Road	Wilkinson	Proctor	County	D	C
Beneva Road	Clark	Kingston	County	E	C
Beneva Road	Kingston	Gulf Gate	County	D	C
Cattlemen Road	Fruitville	N. Packinghouse	County	E	C
Cattlemen Road	Packinghouse	Palmer	County	D	C
Cattlemen Road	Palmer	Bahia Vista	County	F	C
Cattlemen Road	Colonial Oaks	Webber	County	E	C
Cattlemen Road	Webber	Countrywood	County	F	C
Cattlemen Road	Countrywood	Cattleridge Blvd	County	E	C
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	F	C

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Jurisdiction</b>	<b>2014 LOS</b>	<b>Default LOS</b>
Cattlemen Road	Bee Ridge	Center Pointe	County	F	C
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	F	D
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	F	D
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	F	D
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	F	D
Fruitville (SR 780)	Cattlemen	I-75	FDOT	F	D
Fruitville	I-75	Coburn S	County	E	C
Fruitville	Coburn S	East Road	County	E	C
Fruitville	Dog Kennel Rd	Verna Road	County	D	C
Gantt Road	Proctor	Ashton	County	F	C
Gantt Road	Ashton	Clark	County	F	C
Gulf Gate Drive	Markridge	Bispham	County	D	C
Honore Avenue	University	Desoto	County	D	C
Honore Avenue	Desoto	Longmeadow	County	D	C
Honore Avenue	Taywood	17th	County	E	C
Honore Avenue	17th	Richardson	County	F	C
Honore Avenue	Richardson	Fruitville	County	F	C
Honore Avenue	Fruitville	Palmer	County	F	C
Honore Avenue	Proctor	Ashton	County	D	C
Honore Avenue	Ashton	Clark	County	D	C
I-75 (SR 93)	University	Fruitville	FDOT	D	C
I-75 (SR 93)	Fruitville	Bee Ridge	FDOT	D	C
I-75 (SR 93)	Clark	SR 681	FDOT	C	B
I-75 (SR 93)	SR 681	Laurel	FDOT	C	B
I-75 (SR 93)	Laurel	Jacaranda	FDOT	C	B
I-75 (SR 93)	River Rd	Sumter Blvd	FDOT	C	B
Jacaranda Boulevard	Executive/Commercial	Venice	County	D	C
Jacaranda Boulevard	Center	Indian Hills Blvd	County	D	C
Jacaranda Boulevard	Woodmere Park	U.S. 41	County	D	C
Laurel Road	U.S. 41	Mission Valley	County	E	C
Laurel Road	Pinebrook	I-75	County	E	C

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

Road	From	To	Jurisdiction	2014 LOS	Default LOS
Lockwood Ridge Road	University	61st	County	E	C
Lockwood Ridge Road	Gocio	27th/MLK	County	D	C
Lockwood Ridge Road	27th/MLK	17th	County	D	C
Lockwood Ridge Road	17th	12th	City/Sar	D	C
Lockwood Ridge Road	12th	Fruitville	City/Sar	D	C
McIntosh Road	King Richard Dr	Bahia Vista	County	D	C
McIntosh Road	Linwood	Webber	County	E	C
McIntosh Road	Webber	Bee Ridge	County	F	C
McIntosh Road	Proctor	Ashton	County	D	C
McIntosh Road	Ashton	Clark	County	D	C
Midnight Pass Road (SR 758)	Beach	Stickney Pt.	FDOT	E	D
Palmer Boulevard	Honore	Cattlemen	County	D	C
Palmer Boulevard	Cattlemen	Packinghouse	County	D	C
Palmer Boulevard	Packinghouse	Porter	County	F	C
Ringling Causeway (SR 789)	New Pass Bridge	City Island Rd	FDOT/Sar	E	D
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	F	D
Ringling Causeway (SR 789)	St. Armands Circle	Bird Key Dr	FDOT/Sar	E	D
Ringling Causeway (SR 789)	Bird Key Dr	U.S. 41	FDOT/Sar	F	D
River Road (north)	I-75	Venice Ave.	County	E	C
Shamrock Boulevard	U.S. 41	Banyan	County	D	C
Swift Road	Wilkinson	Proctor	County	E	C
Tuttle Avenue	University Pkwy	Desoto	County	D	C
Tuttle Avenue	Fruitville	Ringling	City/Sar	F	C
Tuttle Avenue	Ringling	Browning St	City/Sar	D	C
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	D	C
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	D	C
Tuttle Avenue	Hyde	Webber	County	D	C
University Parkway	Old Bradenton Rd	Desoto	County	D	D
University Parkway	West University Pkwy	U.S. 301	County	D	D
University Parkway	Whitfield	Longwood Run Blvd	County	D	D
University Parkway	Longwood Run Blvd	Medici	County	D	D

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

Road	From	To	Jurisdiction	2014 LOS	Default LOS
University Parkway	Medici	Honore	County	D	D
University Parkway	Honore	Cooper Creek	County	D	D
University Parkway	Cooper Creek	I-75	County	E	D
U.S. 301 (SR 683)	Desoto	47th	FDOT	E	D
U.S. 301 (SR 683)	47th	Northgate	FDOT	E	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	F	D
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	F	D
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	F	D
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	F	D
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd	FDOT/Ven	E	D
U.S.41 By-Pass (SR 45A)	Albee Farm Rd	Venice Ave	FDOT/Ven	E	D
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	F	D
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	F	D
U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	F	D
U.S.41 (SR 45)	27th	10th	FDOT/Sar	F	D
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	F	D
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	F	D
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	F	D
U.S.41 (SR 45)	Ringling	Orange	FDOT/Sar	E	D
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	F	D
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	F	D
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	F	D
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	F	D
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	F	D
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	F	D
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	F	D
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	F	D
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	F	D
U.S.41 (SR 45)	Glengary	Worrington	FDOT	F	D
U.S.41 (SR 45)	Worrington	Field	FDOT	F	D
U.S.41 (SR 45)	Field	Proctor	FDOT	F	D

**Table 6-4. Projected Deficient Roadways, ~~2010~~2014**

Road	From	To	Jurisdiction	2014 LOS	Default LOS
U.S.41 (SR 45)	Stickney Point	Gulf Gate	FDOT	E	D
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	F	D

Source: Sarasota County Public Works, ~~2005~~2009

## APPENDIX D

### Section 4: Year 2025 Future Thoroughfare Plan

Facility	From	To	Lanes
<b>Freeways/Expressways</b>			
I-75 (SR 93)	University	Jacaranda	8
I-75 (SR 93)	Jacaranda	Charlotte County Line	6
S.R. 681(Venice Connector)	U.S. 41	I-75	4
<b>Major Arterials</b>			
17th Street	Lockwood Ridge	Beneva	4
Bee Ridge Road	I-75	Bee Ridge Ext.	4
Bee Ridge Road (SR 758)	U.S. 41	I-75	6
Beneva Road	17th	U.S. 41	4
Center Road	U.S. 41 By Pass	River Rd	4
Clark Road (SR 72)	Swift	I-75	6
Clark Road (SR 72)	I-75	Co Line	2
Englewood Road (SR 776)	U.S. 41	Overbrook Dr	6
Englewood Road (SR 776)	Overbrook Dr	Dearborn	4
Fruitville	I-75	Dog Kennel Rd	4
Fruitville	Dog Kennel Rd	Verna Road	2
Fruitville (SR 780)	U.S. 301	I-75	6
Honore Avenue	University	Laurel	4
Indiana Avenue (SR 776)	Dearborn	Co Line (Bay Heights)	4
Jacaranda Boulevard	Laurel	I-75	4

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
Jacaranda Boulevard	I-75	Center	6
Keyway Road	S.R. 776	Pine St	4
Laurel Road	U.S. 41	Jacaranda	4
Lockwood Ridge Road	University	Fruitville	4
Pine St	North River	Co Line	4
Pinebrook Rd	Laurel	Center Rd	4
River Road (north)	I-75	U.S. 41	6
River Road (south)	U.S. 41	East River Road	6
River Road (south)	East River Road	Pine St	4
Stickney Pt. Road (SR 72)	U.S. 41	Swift	6
. Sumter Blvd	. I-75	. U.S.41	4
. Toledo Blade Blvd	. I-75	. County Line	4
. U.S. 301 (SR 683)	. University	. 17th	6
. U.S. 301 (SR 683)	. 17th	. U.S. 41	4
. U.S.41 (SR 45)	. Manatee Co Line	. US 301	4
. U.S.41 (SR 45)	. US 301	. US 41 Bypass (north)	6
. U.S.41 (SR 45)	. US 41 Bypass (north)	. US 41 Bypass (south)	4
. U.S.41 (SR 45)	. US 41 Bypass (south)	. Charlotte Co Line	6
. U.S.41 By-Pass (SR 45A)	. US 41 (north)	. US 41 (south)	6
. University Pkwy	. U.S.41	. U.S. 301	4
. University Pkwy	. U.S. 301	. I-75	6
. University Pkwy	. I-75	. North-South Roadway B	4
. Venice Avenue	. U.S. 41 By Pass	. River Rd	4
. Verna Road	. Fruitville Rd	. county line	2
. Winchester Blvd	. County Line	. River Rd	4
.	.	.	.
<b>. Minor Arterials</b>	.	.	.
. 17th Street	. U.S. 301	. Honore	4
. Bahia Vista Street	. U.S. 41	. Cattlemen	4
. Bay Rd/Osprey Ave (SR 758)	. Siesta Dr	. U.S. 41	4
. Bee Ridge Road	. Iona Rd	. North-South Roadway B	2
. Bee Ridge Road (Ext.)	. Bee Ridge	. Clark	4
. Cattlemen Road	. Fruitville	. Proctor	4

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Center Road	. U.S. 41	. U.S. 41 By Pass	2
. Central Sarasota Pkwy	. U.S. 41	. North-South Roadway A	4
. Coburn Rd	. Palmer Blvd	. Fruitville Rd	2
. Dearborn Street	. S.R. 776	. Pine Street	4
. Desoto Road	. University Pkwy	. U.S. 301	4
. Desoto Road	. U.S. 301	. N Cattlemen Rd	2
. East-West Roadway B	. North-South Roadway B	. Verna Rd	2
. Gisinger St	. S.R. 776	. River Rd	4
. Gulf Mexico Dr (SR 789)	. New Pass Bridge	. county line	2
. Higel Avenue (SR 758)	. Siesta	. Midnight Pass Rd	2
. Iona Rd	. Bee Ridge Rd	. Palmer Blvd	4
. Jacaranda Boulevard	. Center	. S.R. 776	4
. Knights Trail Rd	. Laurel Rd	. North-South Roadway A	4
. Lakewood Ranch Blvd	. <del>Richardson Rd</del> <u>Fruitville Rd</u>	. University Pkwy	4
. Longwood Run	. Desoto	. University Pkwy	2
. Lorraine Rd	. Palmer Blvd	. University Pkwy	4
. McIntosh Road	. Fruitville	. US 41	4
. Midnight Pass Road (SR 758)	. Higel	. Stickney Pt.	2
. N Cattlemen Road	. University Pkwy	. Fruitville Rd	4
. North-South Roadway A	. Clark Rd	. Knights Trail Rd	4
. North-South Roadway B	. University Pkwy	. North-South Roadway A	2
. Old Englewood Road	. S.R. 776	. Dearborn	2
. Proctor Road	. U.S. 41	. Clark	4
. Ringling Causeway (SR 789)	. New Pass Bridge	. St. Armands Circle	2
. Ringling Causeway (SR 789)	. St. Armands Circle	. U.S. 41	4
. Siesta Drive (SR 758)	. Higel	. Osprey	2
. Spine Rd	. Bee Ridge Rd	. Palmer Blvd	2
. Stickney Pt. Road (SR 72)	. Midnight Pass	. U.S. 41	4
. Swift Road	. Bee Ridge	. Clark	4
. Tuttle Avenue	. University Pkwy	. Bee Ridge	4
.	.	.	.
. <b>Major Collectors</b>	.	.	.

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Airport Ave	. Harbor Dr	. Avenida del Circo	2
. Albee Farm Rd	. Laurel	. U.S. 41 Bypass	4
. Auburn Rd	. Border	. Venice	2
. Avenida del Circo	. Airport Ave	. U.S. 41	2
. Bay St	. U.S. 41	. Honore Ave	4
. Border Rd	. Auburn Rd	. Jackson Rd	2
. Capri Isles Blvd	. Venice	. Border	4
. Colonia Ln	. U.S. 41	. Albee Farm Rd	2
. Dearborn St	. Old Englewood Rd	. S.R. 776	2
. Edmondson Rd	. Albee Farm Rd	. Auburn Rd	2
. Gantt Rd	. Proctor	. Clark	4
. Gulf Gate Dr	. U.S. 41	. Gateway Ave	4
. Gulf Gate Dr	. Gateway Ave	. Beneva Rd	2
. Harbor Dr	. Venice Ave	. South of Beach Rd	2
. Hatchett Creek Blvd	. Pinebrook Rd	. Jacaranda Blvd	2
. Jackson Rd	. Center Rd	. Venice Ave	2
. Lockwood Ridge Rd	. Webber St	. Clark Rd	2
. Myrtle Street	. U.S. 41	. Tuttle Ave	4
. Palmer Blvd	. Honore Ave	. Iona Rd	2
. Palmer Ranch Pkwy	. Beneva Rd	. McIntosh Rd	4
. Palmer Ranch Pkwy E	. McIntosh Rd	. Clark Rd	4
. Potter Park Dr	. Central Sarasota Pkwy	. Sarasota Square Blvd	2
. Rockley Blvd	. U.S. 41	. Center Rd	4
. Sarasota Square Blvd	. Beneva Rd	. McIntosh Rd	4
. Sawyer Rd	. Bee Ridge Rd	. Clark Rd	2
. Venice Ave	. Park Blvd	. U.S. 41 Bypass	4
. Webber St	. U.S. 41	. Cattlemen Rd	4
. Wilkinson Rd	. Swift Rd	. Cattlemen Rd	2
.	.	.	.
<b>. Minor Collectors</b>	.	.	.
. 27th Street/Dr MLK Jr Way	. U.S. 301	. Lockwood Ridge	2
. Albee Rd	. Casey Key	. U.S. 41	2
. Ashton Rd	. Sawyer Rd	. Gantt Rd	2

<b>Facility</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>
. Baffin Rd	. Shamrock Blvd	. U.S. 41	2
. Beach Rd	. Ocean	. Midnight Pass	2
. Blackburn Pt. Rd	. Casey Key	. U.S. 41	2
. Casey Key Rd	. Blackburn Pt. Rd	. Albee Rd	2
. Casey Key Rd	. Albee	. End	2
. De Leon Dr	. Ortiz	. U.S. 41	2
. Higel Ave/Treasure Boat	. Midnight Pass Rd	. Ocean Blvd	2
. Jackson Rd	. Border	. Venice	2
. Lockwood Ridge Rd	. Clark Rd	. Markridge Blvd	2
. Manasota Beach Rd	. Manasota Key Rd	. Venice East Blvd (N)	2
. Manasota Key Rd	. Manasota Bch. Rd.	. Co. Line	2
. Miakka Rd	. Fruitville Rd	. Myakka Park	2
. Midnight Pass Rd	. Stickney Pt.	. South of Stickney Pt.	2
. Ocean Blvd	. Higel	. Beach	2
. Old Venice Rd	. Bay	. U.S. 41	2
. Ortiz Blvd	. DeLeon	. U.S. 41	2
. Richardson Rd	. Honore	. N Cattlemen Road	2
. Sawyer Loop Rd	. Clark Rd (W)	. Clark Rd (E)	2
. Shamrock Blvd	. U.S. 41	. Center	2
. Shamrock Drive	. Baffin	. U.S. 41	2
. South Venice Blvd	. Lemon Bay Drive	. U.S. 41	2
. Venice East Blvd	. Center Rd	. Keyway Rd	4

**Table 6-5: Designated Non-Conforming Roadways in Sarasota County**

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
17th Street	U.S. 301	N East Ave	City/Sar	C	D
17th Street	Beneva	Prudence	County	C	D
Bahia Vista Street	U.S. 41	Shade	City/Sar	C	E
Bahia Vista Street	Shade	Euclid	City/Sar	C	E
Bahia Vista Street	Euclid	Tuttle	City/Sar	C	E
Bahia Vista Street	Kaufman	Beneva	County	C	D
Bee Ridge Road	I-75	Mauna Loa	County	C	F
Bee Ridge Road	Mauna Loa	Sarasota Golf Club	County	C	F
Bee Ridge Road	Sarasota Golf Club	Bent Tree	County	C	D
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	D	F
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	D	F
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	D	F
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	D	F
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	D	F
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/Sar	D	F
Beneva Road	Clark	Kingston	County	C	D
Cattlemen Road	Fruitville	N. Packinghouse	County	C	D
Cattlemen Road	Palmer	Bahia Vista	County	C	E
Cattlemen Road	Colonial Oaks	Webber	County	C	D
Cattlemen Road	Webber	Countrywood	County	C	F
Cattlemen Road	Countrywood	Cattleridge Blvd	County	C	E
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	C	F
Cattlemen Road	Bee Ridge	Center Pointe	County	C	F
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/Sar	D	F
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/Sar	D	F
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	D	F
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	D	F
Fruitville (SR 780)	Cattlemen	I-75	FDOT	D	F
Fruitville	I-75	Coburn S	County	C	D
Fruitville	Coburn S	East Road	County	C	D
Gantt Road	Proctor	Ashton	County	C	E
Gantt Road	Ashton	Clark	County	C	E
Gulf Gate Drive	Markridge	Bispham	County	C	D
Gulf Mexico Dr.(SR 789)	Co Line	New Pass Bridge	FDOT/LBK	D	D

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
Higel Avenue (SR 758)	Siesta	Midnight Rd	FDOT	D	D
Honore Avenue	Taywood	17th	County	C	D
Honore Avenue	17th	Richardson	County	C	F
Honore Avenue	Richardson	Fruitville	County	C	F
Honore Avenue	Fruitville	Palmer	County	C	E
Jacaranda Boulevard	Center	Indian Hills Blvd	County	C	D
Laurel Road	U.S. 41	Mission Valley	County	C	D
Laurel Road	Pinebrook	I-75	County	C	D
Lockwood Ridge Road	University	61st	County	C	D
Lockwood Ridge Road	17th	12th	City/Sar	C	D
McIntosh Road	King Richard Dr	Bahia Vista	County	C	D

**Table 6-5: Designated Non-Conforming Roadways in Sarasota County**

Road Name	From	To	Jurisdiction	Default LOS	Non-Conforming LOS
McIntosh Road	Linwood	Webber	County	C	D
McIntosh Road	Webber	Bee Ridge	County	C	F
Palmer Boulevard	Cattlemen	Packinghouse	County	C	D
Palmer Boulevard	Packinghouse	Porter	County	C	F
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/Sar	D	F
Ringling Causeway (SR 789)	Bird Key Dr	U.S. 41	FDOT/Sar	D	F
River Road (north)	I-75	Venice Ave.	County	C	D
Swift Road	Wilkinson	Proctor	County	C	D
Tuttle Avenue	University Pkwy	Desoto	County	C	D
Tuttle Avenue	Fruitville	Ringling	City/Sar	C	F
Tuttle Avenue	Ringling	Browning St	City/Sar	C	D
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	C	D
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	C	D
University Parkway	Cooper Creek	I-75	County	D	D
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/Sar	D	F
U.S. 301 (SR 683)	Fruitville	Main	FDOT/Sar	D	F
U.S. 301 (SR 683)	Main	Ringling	FDOT/Sar	D	F
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/Sar	D	F
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	D	F
U.S.41 (SR 45)	Spaatz	University	FDOT/Sar	D	F

U.S.41 (SR 45)	Myrtle	27th	FDOT/Sar	D	F
U.S.41 (SR 45)	27th	10th	FDOT/Sar	D	F
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/Sar	D	F
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/Sar	D	F
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/Sar	D	F
U.S.41 (SR 45)	Osprey	US 301	FDOT/Sar	D	F
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/Sar	D	F
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/Sar	D	F
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/Sar	D	F
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/Sar	D	F
U.S.41 (SR 45)	Hillview	Webber	FDOT/Sar	D	F
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/Sar	D	F
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/Sar	D	F
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	D	F
U.S.41 (SR 45)	Glengary	Worrington	FDOT	D	F
U.S.41 (SR 45)	Worrington	Field	FDOT	D	F
U.S.41 (SR 45)	Field	Proctor	FDOT	D	F
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	D	F

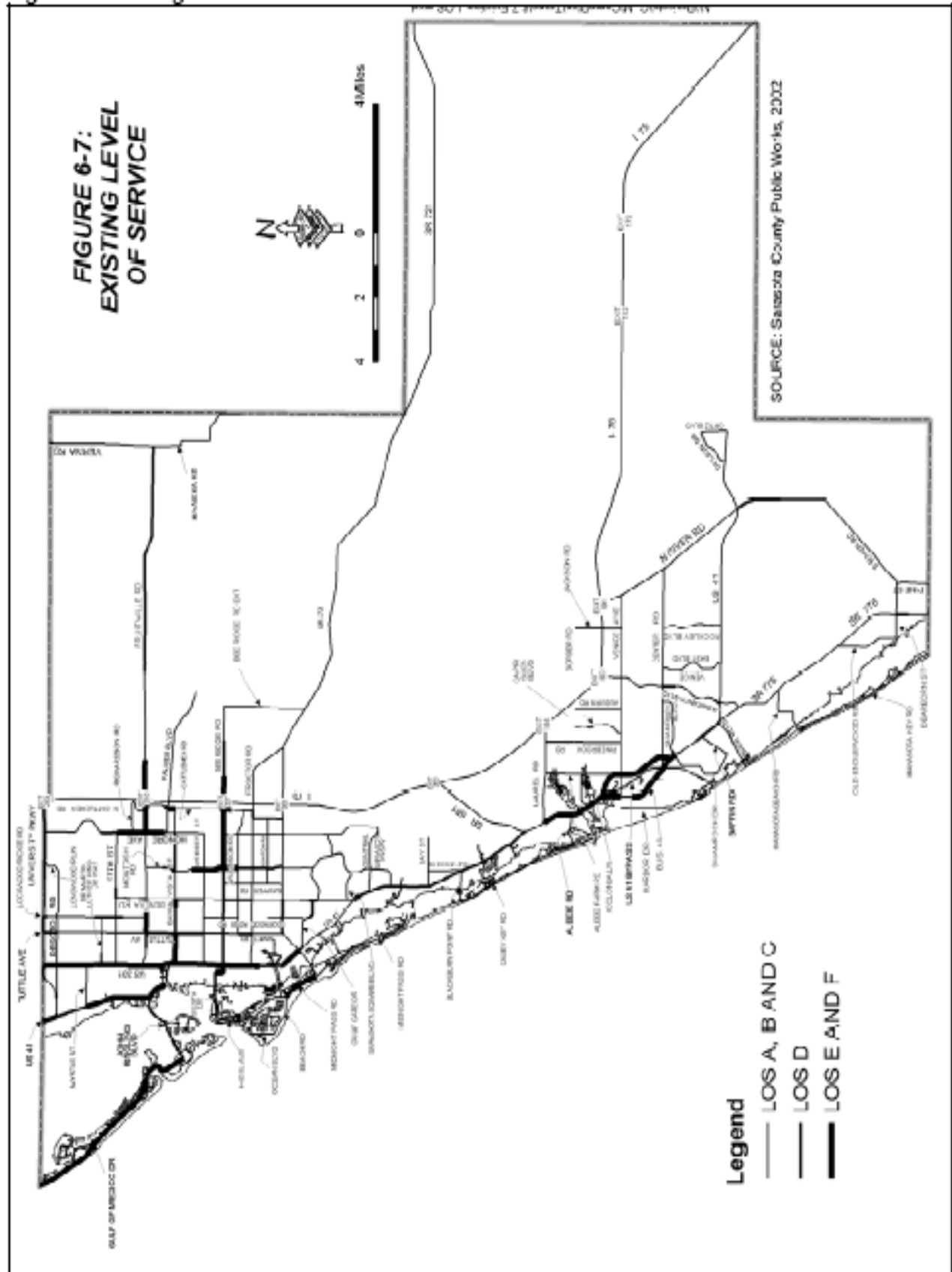
Source: Sarasota County Public Works, 2009

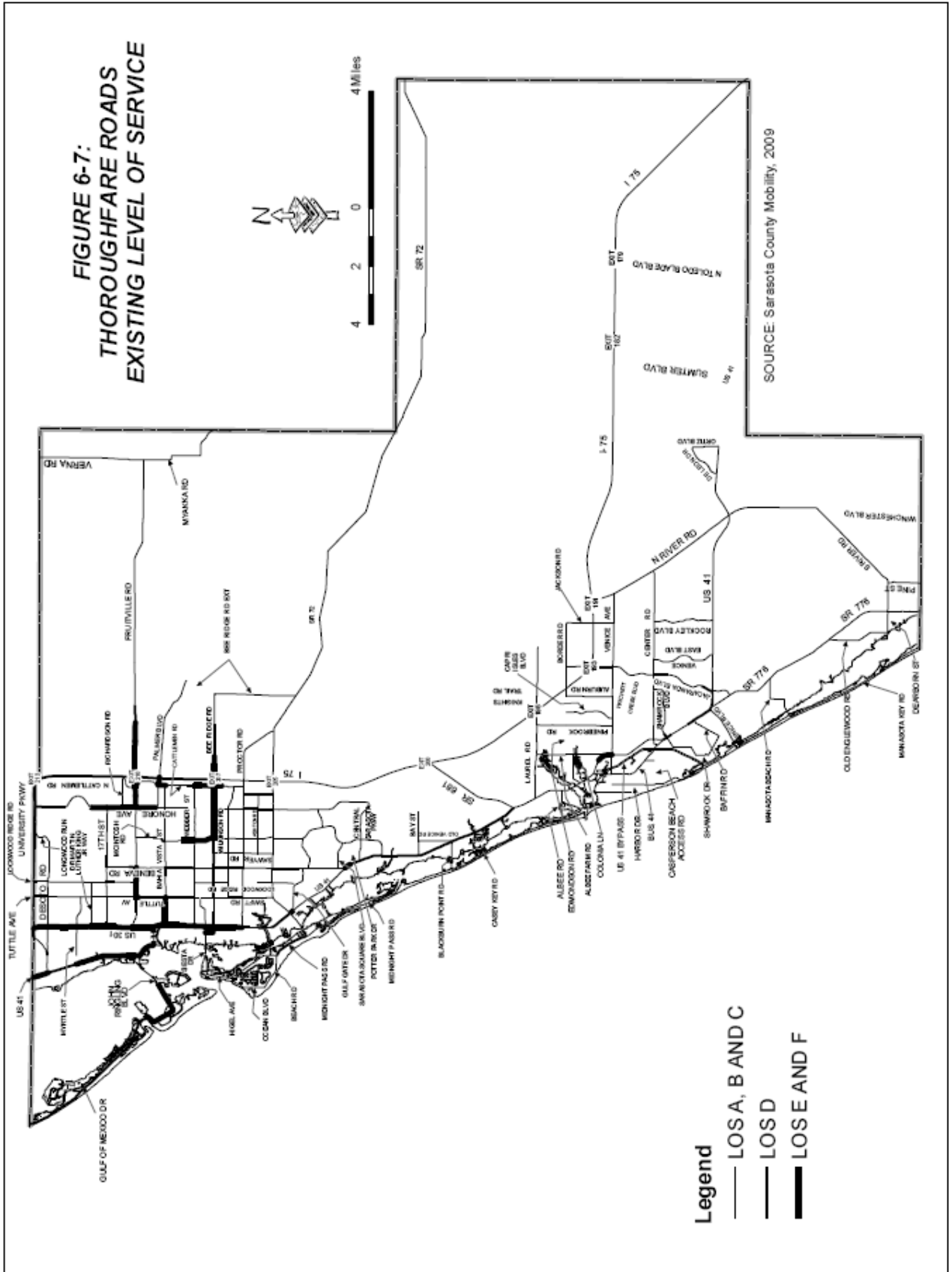
<b>Table 6-6. MPO Year 2025<sup>30</sup> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
17th Street East (Extension)	From Lakewood Ranch (Extension) to Lorraine Road (Extension), this will provide a new two-lane segment to this roadway.
Bee Ridge Road (Extension)	From Lorraine Road (Extension) to Dam Road (Extension), this will provide a new two-lane segment to this roadway.
Bee Ridge Road (SR 758)	From McIntosh Road to I-75, the existing four-lane roadway will be improved to a six-lane facility.
Bee Ridge Road (SR 758)	From I-75 to Lorraine Road (Extension), the existing two-lane roadway will be improved to a four-lane facility.
Central Sarasota Parkway	From Honore Avenue to I-75, this roadway will be improved to provide a four-lane facility.
Central Sarasota Parkway	From I-75 to Lorraine Road (Extension), this will provide a new four-lane segment to this roadway.
Central Sarasota Parkway	From US 41 to Honore Avenue, the existing two-lane roadway will be improved to a four-lane facility.
Dam Road (Extension)	From University Road (Extension) to Proctor Road (Extension), this will provide a new two-lane segment to this roadway.
Desoto Road	From University Parkway to University Parkway (through Longwood Run Boulevard), the existing two-lane roadway will be improved to a four-lane facility.
Desoto Road (Extension)	From Desoto Road to Cattlemen Road, this will provide a new four-lane segment to this roadway. The segment from Honore Avenue to Cattlemen Road exist as a two-lane facility.
East-West Road	From Lorraine Road (Extension) to Verna Bethany Road, this will provide a new two-lane segment to this roadway.
Englewood Interstate Connector -North River Road (Phase I)	From US 41 to Center Road, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-North River Road (Phase II)	From Center Road to I-75, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-South River Road (Phase III)	From Winchester Boulevard to US 41, the existing two-lane roadway will be improved to a six-lane facility.
Englewood Interstate Connector-Winchester Road (Phase IV)	From River Road to Charlotte County, the existing two-lane roadway will be improved to a four-lane facility.
Gisinger Street	From SR 776 to River Road, this will provide a new four-lane segment to this roadway.
Honore Avenue	From University Parkway to Fruitville Road, the existing two-lane roadway will be improved to a four-lane facility.
Honore Avenue (Extension)	From Central Sarasota Parkway to Laurel Road, this will provide a new four-lane segment to this roadway
Keyway Road	From SR 776 to Pine Street, this will provide a new four-lane segment to this roadway.

<b>Table 6-6. MPO Year 2025<del>30</del> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
Knights Trail Road	From Lorraine Road (Extension) to Laurel road, this will provide a new four-lane segment to this roadway. Part of Knitghts Trail Road north of Laurel Road exists as a two-lane roadway.
Lakewood Ranch (Extension)	From University Parkway to Proctor Road, this will provide a new four-lane segment to this roadway.
Laurel Road	Knights Trail Road to Jacaranda Boulevard, reconstruction and new construction will provide a four-lane roadway.
Lorraine Road (Extension)	From SR 72 to Knights Trail Road, this will provide a new two-lane segment to this roadway.
Lorraine Road (Extension)	From University Parkway to Fruitville Road, this will provide a new four-lane segment to this roadway.
Lorraine Road (Extension)	From Fruitville Road to SR 72, reconstruction and new construction will provide a four-lane roadway.
Manasota Beach Road	From Venice East Boulevard (Extension) to South River Road, this will provide a new two-lane segment to this roadway.
McIntosh Road	From Fruitville Road to Bahia Vista Street, the existing two-lane roadway will be imprved to a four-lane facility.
McIntosh Road	From Linwood Street to Bee Ridge Road, the existing two-lane roadway will be imprved to a four-lane facility.
McIntosh Road	From Sawyer Loop Road to US 41, the existing two-lane roadway will be imprved to a four-lane facility.
Palmer Ranch Parkway (Extension)	From Clark Road to Honore Avenue, this will provide a new four-lane segment to this roadway.
Pine Street (Extension)	From River Road to Dearborn Street, this will provide a new four-lane segment to this roadway.
Pinebrook road	From Laurel Road to Center Road, the existing two-lane roadway will be improved to a four-lane facility.
Price Boulevard	From Ponce De Leon Boulevard to Charlotte County, the existing two-lane roadway will be improved to a four-lane facility (North Port).
Proctor Road	From I-75 to SR 72, the existing two-lane roadway will be improved to a four-lane facility.
Proctor Road (Extension)	From SR 72 to Dam Road (Extension), this will provide a new two-lane segment to this roadway
SR 72	From I-75 to Bee Ridge Road (Extension), the existing two-lane roadway will be improved to a four-lane facility.

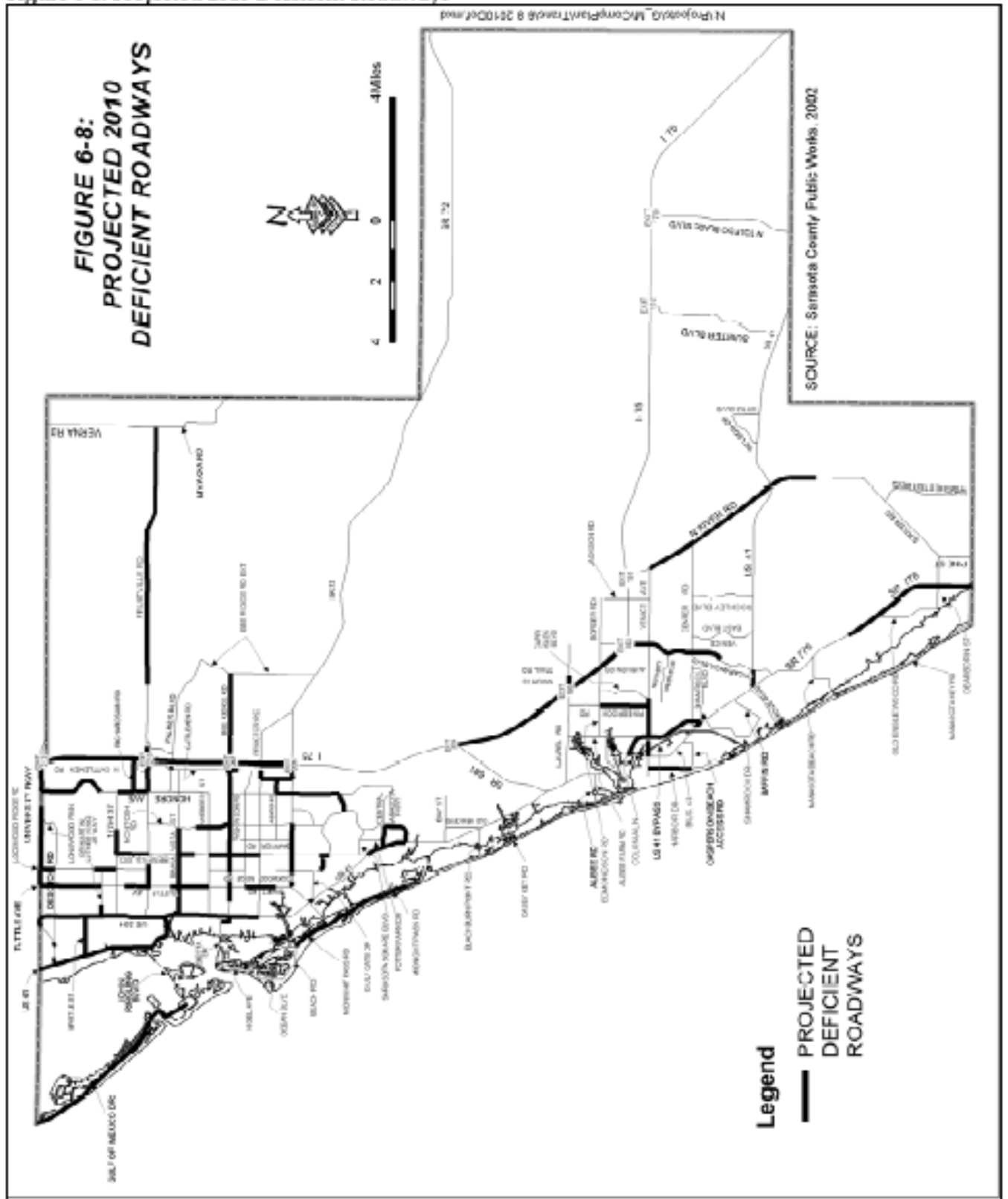
<b>Table 6-6. MPO Year 2025<del>30</del> Financially Feasible Transportation Improvements/Sarasota County</b>	
<b>Roadway Name</b>	<b>Planned Improvement</b>
Sumter Road	From US 41 to Morandi Avenue, the existing two-lane roadway will be improved to a four-lane facility (North Port).
Toledo Blade Boulevard	From Hillsborough Boulevard to Tropicaire Boulevard, the existing two-lane roadway will be imprved to a four-lane facility.
US Highway 41	From Oscar Scherer Park to Vamo Way, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41	From Vamo Way to Baywood Drive, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41	From Jacaranda Boulevard to Charlotte County, the existing four-lane roadway will be improved to a six-lane facility
US Highway 41	From Venice Connector to Oscar Scherer Park, the existing four-lane roadway will be imprved to a six-lane facility.
US Highway 41 By-pass	From US 41 Business to US 41 Business, the existing four-lane roadway will be improved to a six-lane facility.
Toledo Blade Boulevard (Extension)	From Tropicaire Boulevard to SR 72, new 4 lanes
Source: Sarasota/Manatee Metropolitan Planning Organization Year 2030 Financially Feasible Transportation Plan (February 2004 <del>6</del> )	

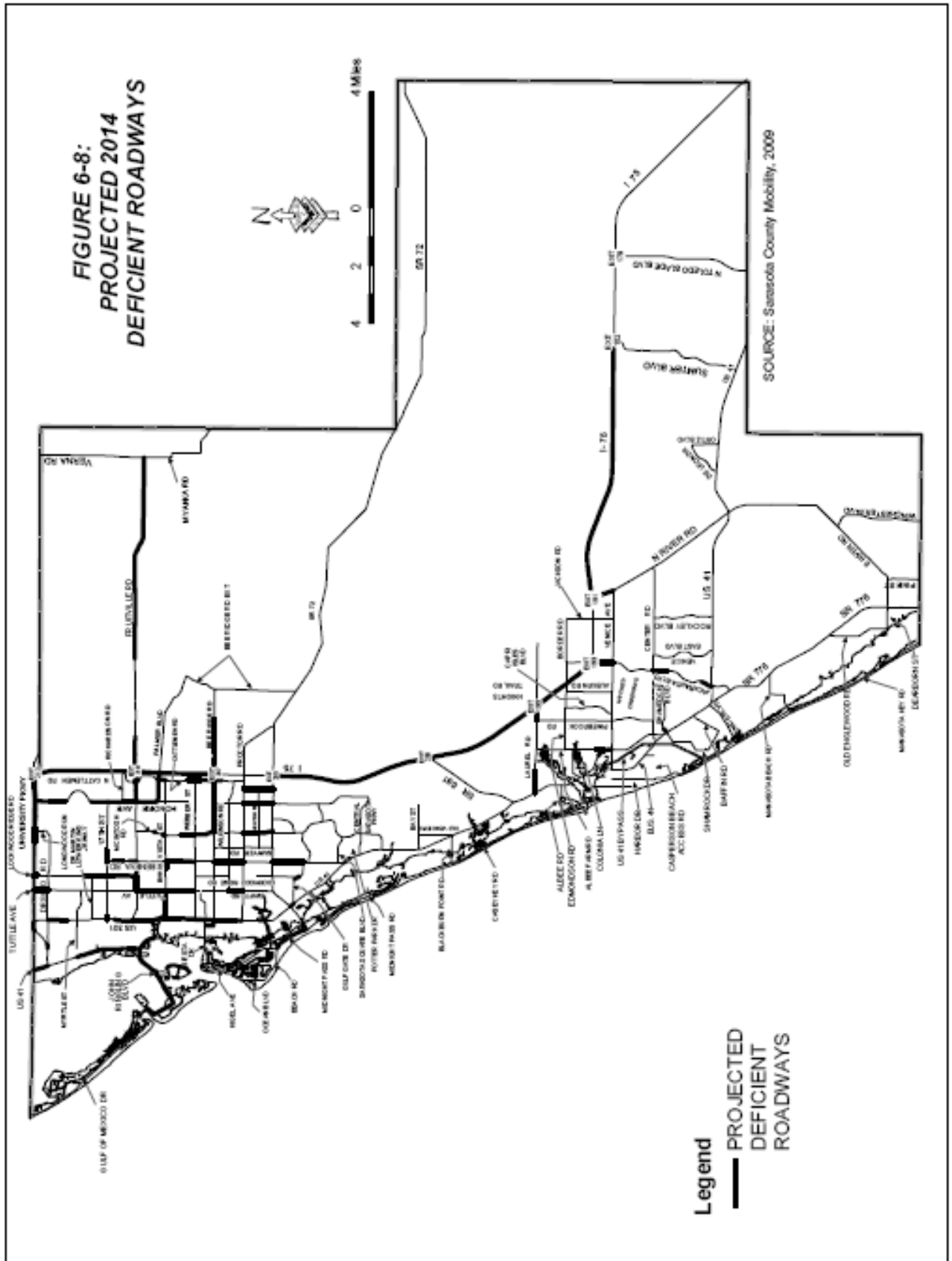
**Figure 6-7: Existing Level of Service**





~~Figure 6-8: Projected 2010 Deficient Roadways~~







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## APPENDIX C – CORRESPONDENCE IN SUPPORT/OPPOSITION

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**From:** Dan Lobeck [mailto:dlobeck@lobeckhanson.com]  
**Sent:** Wednesday, August 05, 2009 3:25 PM  
**To:** Clarke Davis  
**Cc:** Kwamena Sankah; Crystal Allred; Paula Wiggins; Anthony Vallone; Thomas C. Polk  
**Subject:** RE: Comp Plan Amendment - Roadway Levels of Service

Thank you, Clarke.

I've read the DCA piece you link to and I still do not see how the law requires the amendment you are proposing, even if SB 360 had not delayed the law's financial feasibility requirements.

The DCA piece explains that the law requires that amendments to the Future Land Use Map and the Capital Improvements Element be financially feasible. It does not require that the Transportation Element be amended to lower levels of service on roads in order to avoid the need to limit development impacts on them or alternatively to fund improvements of them, based on anticipated traffic increases.

While a case might be made that a road which has an existing LOS below its adopted LOS should be programmed for improvement or the LOS lowered (or some other strategy pursued), I see no need for the County to project that such a situation will occur in the future and lower the adopted LOS in anticipation.

Indeed, doing so just makes a bad situation worse, by allowing the LOS to be degraded sooner and to a greater extent by reducing concurrency constraints to development impacts on such roads. It becomes a self-fulfilling prophecy.

Additionally, even with a cap of 5% on traffic increases from 2006, 2007 and 2008, that is not good data and analysis to project traffic changes for the next five years, as that change has come to a halt or even gone negative, from a recent press report I am now looking for. As to whether those were the highest boom years, I haven't seen the statistics but from what I recall 2006 and 2007 were pretty up there in at least in rates of population growth and construction.

If you have any response to these points I would appreciate it.

Please consider this a public records request for the comparison table prepared by Kwamena Sankah, if it has been prepared, or any other data or analysis the County has which shows how the proposed new LOS for road segments would compare to the current ones.

Again, thank you for your considerations.

-- Dan Lobeck

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**From:** Clarke Davis [mailto:cbdavis@scgov.net]  
**Sent:** Tuesday, August 04, 2009 11:06 AM  
**To:** 'Dan Lobeck'  
**Cc:** Kwamena Sankah; Crystal Allred; Paula Wiggins; Anthony Vallone; Thomas C. Polk  
**Subject:** RE: Comp Plan Amendment - Roadway Levels of Service

Dan,

I reviewed the 'Lower Levels of Service' section as it is the one prepared by transportation planning staff. While the growth trend was based on traffic counts from 2006, 2007, and 2008, the growth rates were limited to a maximum of five percent per year. Compounded annually, this can still be a lot of traffic (approximate 28% increase), but the rates were not that high on all roads and do not represent the highest rates seen during the "boom." Other than that, some of the more subtle and technical

nuances of the policy are not explained fully. However, that does not seem necessary for the intended audience, and it is a serviceable overview of the issue and amendment.

With respect to the rationale for the amendment, it is based on conversations with and presentations by DCA staff related to financial feasibility since its adoption 2005. This DCA webpage covers it in some detail: <http://www.dca.state.fl.us/fdcp/dcp/CIE/FAQ.cfm>. Pertinent items include Question 13 related to specific land use amendments, and Questions 22 and 26 through 29 for CIE amendments.

I will try to discuss this further with DCA staff prior to the amendment hearings, but if there is room for something other than adopting lower levels of service, it would appear to be the adoption of policies identifying long term strategies to address deficiencies. I think one acceptable strategy would be to rely on "cost feasible" projects of the MPO's long range transportation plan. It can be confusing that the terminology is so similar but "cost feasible" projects are the subset of our transportation needs that can be funded by the end of the long range planning period. An example would be Honore Ave from Laurel Rd to SR681, which is a capacity-adding project that is planned to be fully funded by 2025 but is not currently fully funded in the CIP.

This approach would only address this issue for a few roads, and unless there are other strategies acceptable to DCA, we may be pushed back into an adopt-lower-levels-of-service position for many others.

With respect to the comparison table, I think Kwamena has one, but whether we do or not, we can have something prepared by the time of the hearing.

Clarke

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**From:** Dan Lobeck [mailto:[dlobeck@lobeckhanson.com](mailto:dlobeck@lobeckhanson.com)]  
**Sent:** Friday, July 31, 2009 4:56 PM  
**To:** Clarke Davis  
**Subject:** Comp Plan Amendment - Roadway Levels of Service

Hi, Clarke.

Attached is a piece I've written regarding the two Comp Plan amendments that you know I'm concerned

about.

If I've made any factual or analytical error I would appreciate you pointing it out to me.

On one point, if you have some particular basis for your position that the financial feasibility requirement of the Growth Management Act requires the LOS amendment, I would appreciate knowing what that is. From my reading of the statute, I just don't see it.

Second, have you worked up a table which compares the current adopted LOS in the Comp Plan for backlogged and constrained roadways with the new adopted LOS which you propose for non-conforming roadways? I would think it would be important to see that, as it would show the actual impact of your proposed change. If necessary, I expect I can request a Planning Commissioner to ask that you prepare it for their hearing.

As always, thank you for your considerations.

-- Dan Lobeck