

SIX: TRANSPORTATION AND PUBLIC TRANSIT



Albee Farm Road is an Arterial Roadway with Sidewalks, Bike Lanes, Medians and Landscaping

TRAFFIC CIRCULATION

Roadways in the Nokomis Center include arterial, collector, and local roads, serving local and through traffic, as well as commercial, institutional, residential, and other urban uses. Figure 6-1 shows the Future Transportation Network in the Nokomis area. Table 6-1 lists scheduled improvements for planned roadway construction, reconstruction and widening.

Road Classification

Arterial roads, both major and minor, facilitate long trips at generally higher speeds and traffic volumes. Collector streets, both minor and major, collect and distribute traffic between arterial, collector, and local roads. Local streets generally have low traffic volume, operating speeds, and trip lengths. Local streets provide access to abutting properties with minimal through traffic movements. Most local streets in the Nokomis Center are located within subdivisions that were platted in the early 1900s. These streets are characterized by narrow travel lanes, narrow rights-of-way and no sidewalks.

Private Roads

There are several unpaved private roads in the Nokomis Center, generally serving only private residences. In the future, property owners may want to consider funding improvements to these private streets through a Public Improvement District (PID). Roadway improvements meeting County standards will be accepted for public maintenance. PID improvements are funded in whole or in part from ad valorem taxation, special assessments, or service charges applied to the owners and other persons primarily benefiting from the improvements. Currently, there is very limited funding for PID's and it is anticipated that the competition for these funds will be high in the future.

Alleyways and Unpaved Rights-of-Way

There are alleyways in the Nokomis Commercial Center, but most have been vacated. The remaining alleyways should be used for access to adjacent commercial properties to improve traffic circulation. There are unpaved, un-maintained County owned rights-of-way, which should be improved.

TABLE 6-1
(see table of contents for link to document)

FIGURE 6-1
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Levels of Service

Table 6-2 lists Level of Service (LOS) standards for major thoroughfare roadways within the Nokomis Center. Based upon this LOS criteria, roads are assigned a letter grade, with “A” representing free-flow (best) and “F” representing gridlock (worse) conditions. The adopted LOS standard for roads in the Nokomis Center is “C,” with the exception of U.S. 41 which has a state adopted LOS standard of “D.”

Road Segments			Existing Traffic Conditions			Adopted Standards			
Roadway Name	Limits		Jurisdiction	Traffic Counts		DHV ¹	L O S	L O S	Peak Service Volume
				Date	1997 AADT ²				
Albee Farm Rd	Laurel Road	Colonia Lane	County	Jan 97	10,214	1,113	A	C	3,360
Albee Road	Casey Key	U.S. 41	County	Aug 97	5,347	588	B	C	1,300
Colonia Lane	U.S. 41	Albee Farm Rd	County	Aug 97	4,939	543	B	C	1,300
Laurel Road	U.S. 41	Mission Valley	County	Apr 97	15,468	1,609	A	C	3,540
Laurel Road	Mission Valley	Albee Farm Road	County	Apr 97	13,655	1,420	A	C	3,540
Laurel Road	Albee Farm Rd	I-75	County	Apr 97	10,777	1,175	A	C	3,540
Pinebrook Road	Laurel Road	Edmondson Road	County	Aug 97	3,187	354	A	C	5,100
U.S. 41	S.R. 681	Roberts Road	FDOT	Sep 97	35,715	3,250	B	D	6,580
U.S. 41	Roberts Road	Laurel Road	FDOT	Sep 97	36,296	3,303	B	D	6,580
U.S. 41	Laurel Road	Albee Road	FDOT	Jan 97	38,500	3,504	E	D	3,420
U.S. 41	Albee Road	Colonia Lane	FDOT	Jan 97	38,500	3,504	F	D	3,460
U.S. 41	Colonia Lane	U.S. 41 By-Pass	FDOT	Jan 97	38,500	3,504	F	D	3,420

¹ Design Hour Vehicle (DHV); ² Average Adjusted Daily Traffic (AADT)

Public Works Transportation Planning staff has prepared a preliminary traffic analysis (dated February 2001) for the Nokomis Center to determine the impact of future development on existing roadways. The traffic analysis includes a comparison of the impact of adopted future land uses with the impact of proposed future land uses changes on Figure 1-2: Nokomis Center Future Land Use Map and Plan at a Glance. Based on analysis of the 2020 thoroughfare network and future land uses, the proposed changes are not expected to create a need for changes to the thoroughfare plan. Detailed traffic impact analyses for specific properties must be performed at Rezone and Site and Development or Preliminary Plan review.

Access Management/Shared Access

Effective access management techniques include shared driveway access by adjacent properties and cross access or interconnections between adjacent properties. Shared driveway access reduces the number of access points along roadways, increasing traffic safety and minimize roadway hazards. Cross access provides for internal circulation between businesses and allows vehicles to avoid having to reenter the thoroughfare roadway to access adjacent businesses. Figure 6-2: Transportation shows existing roadways and planned median openings along U.S. 41.

To minimize access points and encourage internal access between parcels, new development (except single family homes) along U.S. 41, Colonia Lane, Edmondson Road and Albee Road will be required to share driveway accesses consistent with transportation conditions contained in the Nokomis Center Conditions for Development Approval. Development with frontage along U.S. 41 needs a Florida Department of Transportation access permit and will be required to provide cross access with the adjacent parcel(s). The location of the cross access must be coordinated with adjacent properties to establish a mutually acceptable location.

Traffic Calming

Residents have expressed concerns about through-traffic intrusion or “cut-through” traffic, as well as speeding traffic. Table 6-3 shows traffic counts and speeds on several Nokomis Center streets.

Roadway	Segment	Lane	24 Hour Total	Traffic Speed (85th Percentile)
Dona Way	Portia Street to Albee Farm Rd	East Bound	425	34.0 mph
Dona Way	Jessica Street to Albee Farm Rd	West Bound	380	34.2 mph
Florence Street	Jessica Street to Portia Street	East Bound	286	27.8 mph
Florence Street	Jessica Street to Portia Street	West Bound	384	29.9 mph
Portia Street	Venetia Street to Dona Way	North Bound	242	26.7 mph
Portia Street	Venetia Street to Dona Way	South Bound	200	24.6 mph
Portia Street	Colonia Lane to Venetia Street	North Bound	182	36.0 mph
Portia Street	Colonia Lane to Venetia Street	South Bound	147	39.9 mph
Ravenna Street	Tarpon to Dona Way	North Bound	177	29.7 mph
Ravenna Street	Tarpon to Dona Way	South Bound	189	28.0 mph
Ravenna Street	Lucille Avenue to Adriatic Street	North Bound	240	34.7 mph
Ravenna Street	Lucille Avenue to Adriatic Street	South Bound	180	34.0 mph
River Boulevard	Colonia Lane to Venetia Street	North Bound	184	34.1 mph
River Boulevard	Colonia Lane to Venetia Street	South Bound	245	31.4 mph
Riverview Boulevard	Aljohn Street to Matland Court	North Bound	486	32.5 mph
Riverview Boulevard	Aljohn Street to Matland Court	South Bound	374	33.8 mph
Kilpatrick Road	Albee Farm Road to Sorrento	East Bound	1111	36.4 mph
Kilpatrick Road	Albee Farm Road to Sorrento	West Bound	1236	39.0 mph

Residential traffic abatement, or “traffic calming,” techniques will be considered in Nokomis Center neighborhoods according to resident interest and support. Traffic calming techniques can be used to reduce vehicle speeds, ensure that drivers are more careful, or take safer routes. Residents may wish to request that the Sarasota County Traffic Advisory Committee for any recommend lowering traffic speeds. (See Project Sheet TR-8: Traffic Calming.)

Sidewalks and Bicycle Lanes

Figure 6-2 shows existing sidewalks and bicycle lanes and recommended sidewalk projects in the Nokomis Center. Sidewalks are needed on several of the narrow residential streets in the Nokomis Center to improve pedestrian safety. Residential street tree plantings should be coordinated with these sidewalk projects. (See Project Sheet TR-7: Residential Sidewalks.)

FIGURE 6-2

(see table of contents for link to document)

Scenic Vistas

U.S. 41 is a critical transportation route within the Nokomis Center, but this roadway also provides scenic vistas of important natural and historical resources. The bridges on U.S. 41 over Dona Bay and Roberts Bay offer motorists and pedestrians a view of the natural environment. Historic buildings in the Nokomis Commercial Center contribute to the scenic view. (See Figure 6-2.)



Landscaping on County Roads

Roadway Landscaping and Street Trees

In 1988, Sarasota County created the Street Tree Program to plant the medians and rights-of-way along arterial and collector roadways. Street Tree plant materials are selected from the County’s “Master Tree List” and all street tree projects are reviewed by the Sarasota County Street Tree Advisory Committee. Figure 6-2 shows where landscaping is recommended on County and state roadways. Residents are encouraged to work with the County Forester to plant trees along local streets.

Streetscape and Gateway Features

U.S. 41, Colonia Lane, Edmondson Road and Albee Road will be reconstructed in the future with bike lanes, sidewalks and streetlights. Road construction presents an opportunity to add landscaping, decorative streetlights, paver bricks and other streetscape and gateway features to improve the appearance of the roadway and the community. Streetscape and gateway features are described in more detail in the following sections for each roadway. Figure 6-3 shows recommended streetscape and gateway features.

U.S. 41 Widening

The Florida Department of Transportation will widen U.S. 41 with sidewalks, bicycle lanes, public transit bus stop pads, and streetlights beginning in Fiscal Year 2003, but the plans do not include landscaping. Landscaping is an essential aspect of a successful road project and critical to the Nokomis Center revitalization effort. (See Project Sheet TR-2: U.S. 41 Landscaping.) Nokomis residents have asked that decorative streetlights be installed along U.S. 41, instead of the standard lighting. Decorative streetlights are more expensive and additional funds



Decorative Streetlights and Paver Brick

and specific locations for the decorative lights need to be identified. (See Project Sheet TR-3: U.S. 41 Enhancements.)

Colonia Lane Reconstruction

The Colonia Lane reconstruction project is one of the highest priority projects of the Nokomis Center Revitalization Plan. Nokomis residents want to see the project completed as soon as possible and if possible advanced from Fiscal Year 2005 to 2004 to address the immediate need for sidewalks and other safety concerns. An ongoing public participation process will ensure residents and adjacent property owners are involved in the project and informed of its status. (See Project Sheet TR-1: Colonia Lane Reconstruction.) Opportunities for public parking, landscaping, decorative streetlights and other gateway and streetscape improvements will be evaluated and coordinated with the Colonia Lane design. (See Project Sheets TR-4: Colonia Lane Gateway and Streetscape and TR-10: Colonia Lane Parking Plan.)



Colonia Lane will be reconstructed in FY 2005

Edmondson Road Reconstruction

The County will construct a two-lane Edmondson Road between Pinebrook Road and Albee Farm Road with bicycle lanes, sidewalks, streetlights, and a new intersection at Pinebrook Road. Nokomis residents have asked that the County landscape Edmondson Road and consider the intersection at Pinebrook Road as a gateway to Nokomis. Residents also are concerned that lighting from new streetlights will spill into the adjacent residences. (See Project Sheet TR-6: Edmondson Road Landscaping.)

Albee Road Reconstruction

Albee Road is an important gateway within the Nokomis Center with access to south Nokomis and area beaches. Gateway improvements will emphasize the importance of the intersection and can be coordinated with new commercial development on Albee Road. (See Project Sheet TR-5: Albee Road Gateway.)

PUBLIC TRANSIT SERVICE

Sarasota County Area Transit (SCAT) provides public transit service throughout the urban area of Sarasota County. Route #17 operates between Downtown Sarasota and the City of Venice providing convenient connections with other SCAT routes. Public transit routes within the Nokomis Center include stops along U.S. 41. Existing public transit routes and transit facilities and recommended transit improvements are shown on Figure 6-2.

The County is evaluating options for expanding its mass transit service including the potential for developing flexible route systems. The flexible systems do not rely on fixed bus stops along the route, but need mini-transfer stations at locations where the flexible system meets the fixed route. (See Project Sheet TR-9: Public Transit Improvements.)



Multi-modal transit with covered stop, sidewalks and bicycle lanes.

Figure 6-3

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