



SARASOTA COUNTY MOBILITY PLAN AND FEE **TECHNICAL REPORT**

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EXECUTIVE SUMMARY

Transportation Concurrency was enacted as part of the 1985 Growth Management Act with the stated intent of ensuring that adequate roadway capacity would be in place to accommodate the demand created by new development. In many urban areas throughout Florida, concurrency had the unintended consequence of limiting growth and encouraged sprawl by forcing development to suburban and rural areas where capacity was either available or it could be added cheaply.

Starting in 2005, the Florida Legislature began to change transportation concurrency to address the negative effects its implementation was causing in urban areas. The Legislature introduced proportionate share and the idea of backlog (over capacity) roadways beginning in 2007. In 2009 the legislature exempted dense urban areas from concurrency. The 2011 legislative session eliminated state mandated concurrency and made it optional for local governments. The 2013 Legislative Session brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative concurrency systems.

House Bill 319, passed by the Florida Legislature in 2013, codified the use of Mobility Plans and associated Mobility Fees as an alternative means by which local governments may allow development consistent with an adopted Comprehensive Plan to equitably mitigate its transportation impact. The intent of the Mobility Fee is to provide for an alternative mobility funding system that moves away from prior processes such as transportation concurrency, proportionate share, and traditional transportation impact fees and to enact a streamlined mitigation mechanism, whereby a development can mitigate its impact through a one-time payment. The 2013 legislation also increased flexibility for multi-modal planning and mitigation. It recognized that if a local government elects to repeal transportation concurrency and adopts a mobility plan and mobility fee, it is not required to accept proportionate share payments. Like impact fees, the legislation requires a mobility fee meet the dual rational nexus test by demonstrating a reasonable connection, or “rational nexus” between the need for additional or expanded facilities and anticipated population growth from the development in question.

The County has adopted Goals, Objectives and Policies into its Comprehensive Plan that promotes mobility through multiple modes of transportation. The first Goal of the Transportation Chapter states the following:

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.”

The adoption of a streamlined and equitable Mobility Fee that would allow development that generates new travel demand to mitigate its impact to the transportation system through a one-time Mobility Fee payment would be one of multiple funding strategies available to achieve Policy 1.3.11 of the Capital Improvements Chapter:

CIP Policy 1.3.11

“Continue to investigate the feasibility of implementing impact fees, mobility fees, or similar mechanisms, for additional public facility types to ensure that new development pays its share of the costs of the capital facilities capacity needed to address the demand for such facilities generated by new development.”

The Mobility Plan designates future Mobility and Multimodal Corridors intended to accommodate future travel demand within Sarasota County. The Mobility Plan Corridors are intended to serve bicycle, pedestrian, transit and vehicular travel demand. The corridors in the Mobility Plan establish a framework for the Mobility Fee. The Mobility Fee is a hybrid of an improvement-based fee and a consumption-based fee. The Mobility Plan identifies corridors (improvements) where Mobility Fee revenue can be expended. The Mobility Fee is calculated based on the amount of multimodal corridor capacity utilized (consumption) by new development.

The Mobility Fee meets the statutorily required dual rational nexus test, whereby development is assessed based upon their projected impact, which is the first requirement of the dual rational nexus test. The impact from new development is based on future travel demand from the Sarasota/Manatee Metropolitan Planning Organization (MPO) 2035 Regional Travel Demand Model and the Person Miles of Travel (PMT) generated by new development. To meet the second requirement of the dual rational nexus test, expenditures will be limited to areas appropriate for improvement within each Mobility Fee District in which the fees are collected. Three Mobility Fee Districts are proposed, one north of Clark Road, one between Clark Road and the northern limits of the Cities of Venice and North Port and one south of the northern limits of the Cities of Venice and North Port.

The mobility fee recognizes that a multimodal transportation network provides capacity and travel via multiple modes of travel. In addition to vehicular capacity, the mobility fee also accounts for capacity provided by sidewalks, trails, multi-use path, bike lanes and transit ridership. The Mobility Fee schedule illustrated on the following pages includes the applicable land use category that will be assessed and is divided into three subcategories: (1) mobility fee, (2) mixed-use, and (3) urban infill. The mobility fee category is the fully calculated fee with no adjustments for internal capture or reduced trip lengths and will apply to areas outside of mixed-use developments and designated urban infill areas. The mixed-use category will reflect a 25% reduction in trips due to internal capture and is recommended to apply to buildings with a vertical mixture of uses, to development within a defined Village Center per the *2050 Plan* and for development within Special Area Plans that require Form Based Code development standards and a required mixture of uses. The urban infill category will reflect a 25% reduction in trips due to community capture and will also factor in reduced trip lengths for travel within urbanized areas. The internal and community capture reductions are based on analyses that have been conducted through out Florida. There are two proposed urban infill areas within Unincorporated Sarasota County. The technical analysis in this Report will document the methodologies utilized to calculate the Mobility Fee Schedule as shown below.

Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee
Residential Per Dwelling Unit			
Single Family			
Less than 1,500 sq. ft.	\$3,603	\$2,703	\$1,892
1,500 - 3,500 sq. ft.	\$4,734	\$3,551	\$2,485
Greater than 3,500 sq. ft.	\$5,389	\$4,042	\$2,829
Rural Single Family	\$7,184	N/A	N/A
Multi-Family	\$3,116	\$2,337	\$1,636
Townhome / Condo / Urban Flat	\$2,722	\$2,042	\$1,429
Mobile Home / RV	\$2,338	N/A	N/A
Adult Congregate Living Facility	\$1,106	\$829	\$581
Recreation / Entertainment per specific unit of measure			
Marina per Berth	\$654	\$490	\$343
Golf Course per Hole	\$6,354	\$4,766	\$3,336
Multipurpose Recreational Facility per Acre	\$7,142	\$5,356	\$3,749
Movie Theater per Seat	\$356	\$267	\$187
Racquet/Tennis Club per Court	\$6,199	\$4,650	\$3,255
Health/Fitness/Athletic Club per 1,000 FT ²	\$6,750	\$5,062	\$3,544
Recreational Community Center per 1,000 FT ²	\$6,015	\$4,511	\$3,158
Institutional per 1,000 FT²			
Private School (K-12)	\$1,450	\$1,088	\$761
Place of Assembly	\$1,695	\$1,271	\$890
Place of Assembly with Private School (K-12)	\$3,349	\$2,511	\$1,758
Day Care Center	\$4,083	\$3,062	\$2,143
Hospitals	\$3,644	\$2,733	\$1,913
Nursing Home	\$1,584	\$1,188	\$831

Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee
Office per 1,000 FT²			
Office / Medical / Dental / Research	\$4,327	\$3,245	\$2,272
Industrial Buildings per 1,000 FT²			
Warehousing / Manufacturing / Industrial	\$1,984	\$1,488	\$1,042
Mini-Warehousing	\$617	\$463	\$324
General Commercial Retail per 1,000 FT²			
Neighborhood Retail (less than 10,000 FT ²)	\$3,811	\$2,859	\$2,001
Community Retail (10,000 FT ² to 100,000 FT ²)	\$7,162	\$5,372	\$3,760
Regional Retail (greater than 100,000 FT ²)	\$9,365	\$7,024	\$4,917
Variety / Dollar Store	\$8,260	\$6,195	\$4,336
Discount Superstore with Grocery	\$12,730	\$9,547	\$6,683
Wholesale / Discount Club - Membership	\$10,485	\$7,864	\$5,504
Grocery Store	\$10,379	\$7,784	\$5,449
Pharmacy with Drive-Thru	\$8,040	\$6,030	\$4,221
Restaurant with Drive-Thru	\$17,867	\$13,400	\$9,380
Car Sales	\$5,983	\$4,487	\$3,141
Auto Parts Store	\$7,986	\$5,990	\$4,193
Tire & Auto Repair	\$3,295	\$2,471	\$1,730
Non-Residential per specific unit of measure			
Hotel / Lodging per Room	\$2,267	\$1,700	\$1,190
Bank/Savings with Drive-Thru per Drive-Thru Lane	\$8,598	\$6,448	\$4,514
Convenience Market / Gas Station per Fuel Position	\$21,733	\$16,300	\$11,410
Quick Lube Vehicle Service per Bay	\$2,470	\$1,852	\$1,297
Car Wash per Stall	\$6,668	\$5,001	\$3,501

INTRODUCTION

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was enacted to ensure the health, safety and general welfare of the public. The introduction of transportation concurrency focused on accommodating the impact of new development primarily by adding roadway capacity via new and wider roadways and had the unintended consequence of driving development away from urban areas where capacity was unavailable or cost prohibitive.

Florida experienced phenomenal growth during the early and mid 2000’s that strained local governments’ ability to provide the necessary infrastructure to accommodate new growth. Many communities across the State started to deny developments or require substantial transportation improvements to meet concurrency. In response, the Florida Legislature enacted several laws that required proportionate fair-share that allowed new development to mitigate its share of roadway capacity improvements and prohibited local governments from charging new development for over capacity “backlogged” roadways. During the 2011 session, the Legislature repealed state mandated transportation concurrency and enacted further restrictions on local governments to implement transportation concurrency and calculate proportionate fair-share obligations.

House Bill 319, passed by the Florida Legislature in 2013, established Mobility Plans and associated Mobility Fees as a principle means by which local governments may allow development consistent with an adopted Comprehensive Plan to equitably mitigate its transportation impact and to fund multimodal improvements. The intent of the Mobility Fee is to enact a streamlined, simplified mitigation mechanism process and allow greater flexibility in funding multimodal transportation improvements.

The County has recently amended its Comprehensive Plan as part of the Evaluation and Appraisal Report to develop a Mobility Plan and Mobility Fee as a means to strengthen the coordination of land use that supports mobility with a multimodal transportation system and allow for development to equitably mitigate its impact to the transportation system. The following are some of the adopted Policies in the Comprehensive Plan that encourage integrating land use and transportation and lay the foundation for a Mobility Plan and Fee.

FLU Policy 4.1.1.

“The smart growth principles that will be utilized by the County in encouraging redevelopment are as follows:

- *Provide a mix of compatible uses and activities.*
- *Create a range of housing opportunities and choices.*
- *Create walkable communities.*
- *Provide multiple modes of transportation.*
- *Public infrastructure provided as a cooperative private-public venture.*
- *Foster distinctive, attractive communities with a strong sense of place.*
- *Make development decisions predictable, fair, and cost effective.*
- *Protect and enhance existing neighborhoods.*
- *Preserve open space, natural beauty, and environmental areas.*
- *Encourage community and stakeholder collaboration on development decisions.”*

FLU Policy 4.1.4.

“As part of a Mobility Plan adopted per provisions of the Transportation Mobility Element, the County may develop multi-modal supportive land use overlays within all or a portion of a Mobility Plan area that allows for additional density, mixture of uses, additional height, reduced parking along with other incentives to promote a land use pattern that supports walking, bicycling and transit use.”

TRAN Objective 1.3

“Sarasota County shall provide for a safe, convenient and energy efficient multi-modal transportation system.”

TRAN Policy 1.3.1.

“Sarasota County shall use the best available data, and use professionally accepted practices, in the development of its Quality/ Level of Service of analysis methodology, procedures, and assumptions in analyzing existing and future levels of service of the multi-modal transportation system.”

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. The County may develop area specific Mobility Plans and Areawide multimodal / quality level of service standards of the unincorporated County that contain constrained and backlogged facilities.”

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, Section 3. Level of Service Standards, except on Strategic Intermodal System facilities, may differ from those in Chapter 14-94, Florida Administrative Code when State Roads are included in an adopted Mobility Plan.”

The adoption of a Mobility Fee would provide Sarasota County with an additional funding source for providing mobility through a multimodal transportation system. Implementation of a Mobility Fee schedule will allow an applicant for new development or redevelopment to simply look up the uses that are proposed and calculate the required mitigation. The following adopted Policies in the Capital Improvements Element recognize that Mobility Fees are one means in which development can mitigate its impact to the transportation system.

CIP Policy 1.3.1

“Continue the implementation of the Road Impact Fee System (Chapter 70, Article III. Road Impact Fee of the Sarasota County Code), to ensure that new development pays its fair share of road capital facility capacity needed to address the demand for such facilities generated by new development. Mobility Fees, based upon an adopted Mobility Plan, may replace impact fees to ensure new development mitigates its impact.”

CIP Policy 1.5.2

“Sarasota County shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and, where applicable, assist in maintaining adopted level of service standards, via impact fees, mobility fees, and other legally available and appropriate methods in development conditions.”

The growth management changes by the Florida Legislature over the last few years provide Sarasota County with increased flexibility in implementing development mitigation strategies consistent with the Comprehensive Plan and Florida Statute. The replacement of traditional transportation concurrency, proportionate fair-share and road impact fees with a Mobility Fee will streamline the development transportation mitigation process. In addition, adoption of a Mobility Fee would allow the County to fund a multimodal transportation system that meets the mobility needs of the County’s residents, businesses and tourist.

MOBILITY PLAN

The basis for the Sarasota County Mobility Fee is a Mobility Plan that designates future Mobility and Multimodal Corridors intended to accommodate future travel demand within Sarasota County (Map A). The Mobility Plan Corridors are intended to serve bicycle, pedestrian, transit and vehicular travel demand. The corridors in the Mobility Plan establish a framework for the Mobility Fee. The future corridors identified within the Plan are geographically located within the County's Urban Service Area, the Countryside Line adopted as part of the 2050 Plan and the eastern limits of the City of Venice and City of North Port. For longer range planning purposes that looks at the 2050 horizon, there are also several corridors identified outside these geographical areas generally along the County's border with Manatee County where there is a potential for Hamlet development patterns as described in the 2050 Plan.

The Mobility Plan consists of Mobility Corridors and Multimodal Corridors. Mobility Corridors are new two lane and four lane roads and the widening of existing roads from two to four lanes and two to four lanes. Mobility corridors will be designed in accordance with Complete Street concepts that will include a mixture of sidewalks, multi-use paths, trails, bicycle lanes, transit stops and vehicular travel lanes. The majority of Mobility Corridors are identified within the 2050 Plan area where there is a need to develop an interconnected transportation network. Multimodal corridors will also be designed in accordance with Complete Street concepts, but will not include any additional vehicular travel lanes. Multimodal improvements will include a mixture of bicycle lanes, bicycle racks, sidewalks, multi-use paths, trails, transit stops, transit pullout bays, transit vehicles, vehicular turn lanes and roundabouts. The majority of Multimodal Corridors are identified within the Urban Service Area where there is already an established roadway network.

The Mobility Plan Corridors that are the basis for the mobility fee provide Sarasota County and any of the municipalities that opt-in to the mobility fee with the flexibility to fund and prioritize transportation improvements. The 20-year planning horizon based on the travel demand from the Sarasota/Manatee MPO Regional Travel Demand Model provides the necessary time frame to determine the appropriate number of vehicular travel lanes and type of bicycle and pedestrian

facilities based on the adjacent land use pattern to be added to a Mobility Corridor and the types of pedestrian, bicycle, transit and intersection improvements to be added to a Multimodal Corridor.

The intent of a Mobility Plan is to define how a community intends to provide mobility for its residents, businesses and visitors. The County has recently elected to expedite the update of the Comprehensive Plan. When the Mobility Plan was first being developed, it was envisioned as a standalone Plan that would be incorporated into the next update of the Capital Improvement Element. However, with the expedited time frame for the update of the Mobility Element and the other Elements of the Comprehensive Plan, the section below will include recommendations of broad ideas that should be translated into policies for inclusion in the Mobility Element, Capital Improvements Element and the Future Land Use Element.

Future Land Use Chapter (FLU) Recommendations:

Policy 4.1.4 of the FLU recommends the inclusion of land use policies intended to promote multimodal supportive land uses in a defined overlay area. The allowance for a mixture of land uses within a development is one of several ways in which a local government can encourage a reduction in overall trips and encourage a land use pattern that promotes walking, bicycling and transit ridership. Currently adopted policies make infill development and redevelopment difficult since they largely encourage suburban design standards within urban areas. Replacing transportation concurrency with a Mobility Fee is one way in which local government can encourage infill and redevelopment. The following are recommendations for consideration in Overlay Districts that would be adopted into the Comprehensive Plan:

- (1) Allow for a vertical and horizontal mixture of retail, office, residential, hotel, civic and recreation land uses. Development within the overlay area along arterial and major collector roadways would be allowed mixed-use by right. Within other areas of the overlay district would require approval by the Board of County Commissioners (BCC).

- (2) Eliminate maximum density and intensity requirements or allow maximum densities ranging from 24 to 60 dwelling units per acre and allowable floor area ratios of 1.0 to 4.0. Allowing additional density may make smaller infill lots more feasible to develop and higher densities have been found to support a mixture of land uses and encourage walking, bicycling and transit ridership.
- (3) Allow three stories of development by right in the Overlay Districts along arterial and major collector roadways would be allowed mixed-use by right. For fourth and fifth stories, develop requirements such as a 25-foot setback per story, for separation from adjacent existing single family uses and above 5 stories require BCC approval. Any development that provided bottom floor retail and / or office uses on the entire first floor and then at least one floor of different uses above the first floor would be allowed one drive-aisle of parking between the building and the adjacent arterial and major collector road. Vertical height is encouraged throughout the overlay area but would require BCC approval to ensure neighborhood compatibility.
- (4) Eliminate all mandatory parking requirements and establish maximum parking requirements. This would allow a development to respond to market demand and also encourage shared parking, tandem parking and podium parking under buildings. Decoupling parking from land use allows for the greater utilization of land and to potentially provide more affordable housing.
- (5) Emphasize pedestrian oriented design and form based codes over traditional development standards for height, setback, articulation and orientation of buildings.
- (6) Allow in-law suites, garage apartments and secondary dwelling units by right to encourage higher densities, multi-generational housing and affordable housing. Most policies limit secondary dwellings to 50% of the size of the principal structure.

- (7) Allow for 100% utilization of existing impervious areas to reduce the need to additional stormwater facilities. Provide full treatment and retention credit for Low Impact Development techniques such as bio-swales and pervious pavement. Identifies areas for master stormwater management facilities that development can pay into in lieu of providing on-site.

There are significant impediments to encouraging and allowing infill development and redevelopment. Adoption of overlay areas that provide greater flexibility to develop in one way in which local government can reduce the regulatory burden and to encourage a land use pattern that supports walking, bicycling and transit.

Mobility Chapter and Capital Improvements Chapter Recommendations:

The replacement of Roadway Level of Service Standards, that are designed to time and regulate development and implement transportation concurrency, with Mobility Quality and Level of Service Standards designed to provide a guide for planning transportation improvements is one of the most significant policy decision that transition from a system focused on regulating to one focused on planning. Mobility Quality and Level of Service Standards are intended for planning of needed transportation improvements, not regulating the timing of development or the availability of capacity as has been traditionally done for transportation concurrency. The Mobility Plan is based on the currently adopted Future Land Use Map of the Comprehensive Plan. Consideration may be given to application of the Mobility Quality and Level of Service Standards when there is an amendment to the Future Land Use Map that results in an increase in allowable densities or intensities to ensure that appropriate transportation planning is undertaken to determine the need for additional multimodal capacity projects.

The following Mobility Standards have been developed for consideration and it is recommended that the Standards be applied to three different areas: Urban Service Area, Countryside Line (2050) and Rural Areas outside the Countryside Line. These areas would apply to each of the three mobility districts. The Town of Longboat Key, City of Venice and City of North Port, if they elect to

opt-in to the County's Mobility Fee, may elect to establish different Mobility Quality and Level of Service Standards. Additional consideration of these standards would be required if the Standards are to be used during review of Comprehensive Plan Amendments. The following are recommended mobility standards for bicycle, pedestrian, transit and motor vehicle facilities:

Urban Service Area:

- **Pedestrian – Quality/Level of Service of “A”** defined as a five-foot wide sidewalk on both sides of a corridor or when infeasible to construct on both sides of a corridor, an eight-foot wide multi-use path or a ten-foot wide trail on one side of existing collectors and arterials, as well as on all new or widened collectors and arterials.
- **Bicycle – Quality/Level of Service of “A”** defined as a seven-foot wide bicycle lane on both sides of a corridor or when infeasible to construct on both sides of a corridor an eight-foot wide multi-use or ten-foot wide multi-use trail on one side existing collectors and arterials and on all new or widened collectors and arterials.
- **Transit – Quality/Level of Service of “D”** defined as forty-five minute headways during peak periods for 4 hours a day and sixty-minute headways for 10 hours a day on roadways with transit service.
- **Roadway – Quality/Level of Service of “D”** defined as the cumulative vehicular capacity for all collector and arterial roads within the Mobility District, not on individual collector and arterial segments.

Within 2050 Countryside Line outside Urban Service Area:

- **Pedestrian – Quality/Level of Service of “B”** defined as a five-foot wide sidewalk or eight-foot multi-use path on one-side of the road or six-foot paved shoulders on both sides of a roads on 75% of existing collectors and arterials, as well as on all new or widened collectors and arterials.

- **Bicycle – Quality/Level of Service of “B”** defined as a seven-foot wide bicycle lane or paved shoulder on both sides of a corridor or an eight-foot wide multi-use or ten-foot wide multi-use trail on one side of 75% of existing collectors and arterials, as well as on all new or widened collectors and arterials.
- **Transit – Quality/Level of Service – “E”** defined as sixty-minute headways for 10 hours a day on roadways with transit service.
- **Roadway – Quality/Level of Service of “C”** defined as the cumulative vehicular capacity for all collectors and arterials within the Mobility District, not on individual collector and arterial segments.

Rural Areas outside of Countryside Line or City Designated Limits:

- **Pedestrian – Quality/Level of Service of “D”** defined as a five-foot wide sidewalk on both sides of a corridor or an eight-foot wide multi-use path or a ten-foot wide trail on one side of 50% of existing collectors and arterials or five-foot wide paved shoulders, as well as on all new or widened collectors and arterials.
- **Bicycle – Quality/Level of Service of “C”** defined as a seven-foot wide bicycle lane or five-foot wide paved shoulder where no pedestrian facility is provided on both sides of a corridor or an eight-foot wide multi-use path on one side of 50% of existing collectors and arterials, as well as on all new or widened collectors and arterials.
- **Transit – Quality/Level of Service – “Not Applicable”**
- **Roadway – Quality/Level of Service of “B”** defined as the cumulative vehicular capacity for all collectors and arterials within the Mobility District, not on individual collector and arterial segments.

Replace Roadway Level of Service Standards (LOS):

Mobility Fees are intended to replace transportation concurrency and proportionate fair-share. It is recommended that the existing Roadway LOS standards and associated policies be replaced with Mobility Quality and Level of Service Standards. The transition from a Roadway LOS standard to Mobility Standards will also require revisiting existing policies related to backlogged roadways and roadways that are currently identified as congested corridors.

Complete Street Policies:

To encourage all modes of transportation are equitably and safely accommodated, there is a need to adopt Complete Street policies. Complete Street policies require that pedestrian, bicycle, transit and motor vehicle travel are all evaluated and that the design of the cross-section includes all modes of travel given the mobility needs within the surrounding area. In some areas on-street bicycle lanes and sidewalks on both sides of a corridor maybe appropriate. In certain areas of the community, a twelve-foot wide trail and pedestrian friendly landscaping between the roadway and trail, which would create a safe, park like environment that encourages walking, biking, skateboarding, rollerblading would be more appropriate. In built up areas, protect bicycle lanes or cycle tracks with enhancements for transit accessibility maybe the most appropriate design. The policies would be developed with the goal of ensuing all modes of travel are safely and efficiently accommodated.

Future Corridors:

The Mobility Plan identifies a number of future corridors in developing areas that are necessary to ensure mobility and an interconnected transportation system is developed. With the proposed elimination of transportation concurrency and the adoption of Mobility Plan Corridors, there is a need to both ensure that future corridors are protected and that new development helps

construct these corridors which is paramount to development of an interconnected transportation network. One potential trade-off for replacing transportation concurrency is ensuring that a future network of Complete Street corridors is developed to meet the needs of future development and to provide alternative means of access.

Cross Access and Access Management:

Connectivity between developments and provision of future access connections to adjacent parcels is one of the most effective means in which trips on major roads can be reduced and the distances to walk and bike between uses can be significantly reduced. There are current policies that need to be reevaluated to ensure that they can be implemented and are producing desired results. Within Urban Infill Areas, the need to ensure cross-access connections will reduce duplicative driveways, conflicts with bicyclist and pedestrians and ensuring smoother travel flow.

Mobility Plan Integration:

The development of a Mobility Plan is part of a larger transition occurring with Sarasota County; whereas the County has principally focused on providing vehicular mobility by new and wider roadways, the Mobility Plan is focused on development of a network of Complete Streets that intend to provide mobility by multiple modes of transportation. The County currently has a Trails Master Plan, a Bicycle and Pedestrian Master Plan, a Transit Development Plan, a future corridors plan and now a Mobility Plan. Ensuring consistency and possibly future consolidation of theses Plans, as well as coordination with the Sarasota-Manatee MPO Long Range Transportation Plan will be further evaluated during the update of the Mobility Element of the Comprehensive Plan.

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GROWTH IN SARASOTA COUNTY

The basis for a Mobility Fee is that there is a need for future multimodal transportation improvements to accommodate future growth. The Sarasota/Manatee MPO Regional Travel Demand Model developed as part of the 2035 Long Range Transportation Plan (LRTP) was utilized to evaluate growth in vehicle miles of travel (VMT) within Sarasota County. The base year for the model is 2007 with a horizon year of 2035 consistent with the adopted Sarasota County Comprehensive Plan.

As shown in **Table 1**, the results of the VMT analysis resulted in an increase of 5,945,346 VMT between the base year of 2007 and the future year of 2035 within Sarasota County and total projected VMT of 19,399,479. The VMT from Interstate 75 was excluded in the analysis as the Interstate principally accommodates metropolitan and regional travel demand. The annual rate of growth for Sarasota County was 2.68 percent, indicating a fairly significant increase in future travel demand within the County.

To account for person trips made by walking, biking, riding transit and vehicle occupancy in a multimodal travel environment, VMT were converted into Person Miles of Travel (PMT). The data for PMT was derived from vehicle and person travel data obtained from the U.S. Department of Transportation 2009 National Household Travel Study (NHTS), a Florida specific study of the 2009 NHTS conducted for the Florida Department of Transportation and an analysis of the underreporting of shorter trips and non-motorized travel. An evaluation of the vehicle and personal travel data from these sources resulted in a PMT factor of 1.3, which was applied to the growth in VMT to evaluate future multimodal travel demand within Sarasota County. The results, as shown in **Table 1**, indicate an increase in PMT of 7.73 million between 2015 and 2035 within Sarasota County.

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TABLE 1. FUTURE VEHICLE & PERSON MILES OF TRAVEL DEMAND

VEHICLE & PERSON MILES OF TRAVEL	CITY OF SARASOTA	CITY OF VENICE	TOWN OF LONGBOAT KEY	CITY OF NORTH PORT	UNINCORPORATED COUNTY	COUNTYWIDE
2007 Base Year Vehicle Miles of Travel (VMT)	1,255,680	469,863	99,316	1,548,862	7,702,272	11,075,994
2015 Future Year Vehicle Miles of Travel (VMT)	1,390,930	509,405	104,206	2,199,204	9,250,388	13,454,133
2015 Future Year Person Miles of Travel (PMT)	1,808,209	662,227	135,468	2,858,965	12,025,505	17,490,373
2035 Future Year Vehicle Miles of Travel (VMT)	1,729,055	608,260	116,430	3,825,056	13,120,678	19,399,479
2035 Future Year Person Miles of Travel (PMT)	2,247,771	790,738	151,359	4,972,573	17,056,881	25,219,323
Increase in Vehicle Miles of Travel (2015-2035)	338,125	98,855	12,225	1,625,853	3,870,290	5,945,346
Increase in Person Miles of Travel (2015-2035)	439,562	128,511	15,892	2,113,609	5,031,377	7,728,950
Annual Rate of Growth in VMT	1.35%	1.05%	0.62%	5.25%	2.51%	2.68%

Source: Vehicle Miles of Travel based on Sarasota-Manatee 2035 Long Range Transportation Plan Model Data. Vehicle Miles of Travel excludes travel on Interstate 75. The 2015 Future Year volume was interpolated based on the annual rate of growth in VMT between the base year of the model (2007) and the future year (2035). Person Miles of Travel determined by multiplying VMT by the Person Miles of Travel (PMT) factor of 1.3. The PMT factor is based on 2009 National Household Travel Survey (NHTS) (Appendix A) and was derived by evaluating the difference in person trips and vehicle trip and person miles of travel and vehicle miles of travel which resulted in a factor of 1.25. The factor was increased by 1.04 to account underreported bicycle and pedestrian travel based on person and vehicle travel data from the NHTS, the data from a report titled Short and Sweet: Analysis of shorter trips using National Personal Travel Survey Data, a report from the American Community Survey titled Modes Less Traveled - Bicycling and Walking to Work in the United States: 2008-2012 and a report titled 2009 National Household Travel Survey Florida Data Analysis. Factors have been rounded to the hundredth decimal place.

An evaluation of the projected population and employment within Sarasota County was also conducted to assess growth within the County. Utilizing data from the 2035 Long Range Transportation Plan update, the population in Sarasota County is projected to increase by 125,742 between 2015 and 2035 with over 550,000 people projected to live in the County by 2035. The employment in Sarasota County is projected to grow from 215,025 in 2015 to 272,538 in 2035, an increase of 57,513 employees. The data in **Table 2** indicate an increase in both population and employment within Sarasota County.

TABLE 2. POPULATION & EMPLOYMENT GROWTH

	2007	2010	2015	2020	2025	2030	2035
Sarasota County Population	384,057	396,000	425,500	458,900	491,500	522,700	551,242
Sarasota County Employment	194,082	200,117	215,025	231,904	248,378	264,145	272,538

Source : Sarasota - Manatee Metropolitan Planning Organization 2035 Long Range Transportation Plan

The evaluation of future Person Miles of Travel and population and employment growth indicates that there will be demand for Mobility improvements by 2035. The Sarasota County Comprehensive Plan recognizes the growth that is projected to occur within the County by 2035. The Mobility Plan and Mobility Fee are the next steps in continuing to link land use and transportation and fund Mobility Improvements.

MOBILITY FEE METHODOLOGY

The Mobility Fee is a hybrid of an improvement-based fee and a consumption-based fee. The Mobility Plan Corridors Map identifies improvements where Mobility Fee revenue can be expended (see **Map A**). The Mobility Fee is calculated based on the amount of multimodal corridor capacity utilized (consumption) by new development. The Mobility Fee meets the statutorily required dual rational nexus test, whereby development is assessed based upon their projected impact, which is the first requirement of the dual rational nexus test. The impact from new development is based on future travel demand from the Sarasota/Manatee (MPO) 2035 Regional Travel Demand Model and the Person Miles of Travel (PMT) generated by new development. To meet the second requirement of the dual rational nexus test, expenditures will be limited to areas appropriate for improvement within each Mobility Fee District in which the fees are collected. Three Mobility Fee Districts are proposed, one north of Clark Road, one between Clark Road and the northern limits of the Cities of Venice and North Port and one south northern limits of the Cities of Venice and North Port (see **Map B**). The following section documents the methodologies and results of the technical analysis utilized to calculate the Mobility Fee Schedule as shown in the end of this report in **Table 24**.

Person Miles of Travel Rate

The Sarasota County Mobility Fee, consistent with Florida Statutes, is based on a Mobility Plan Corridors Map that will be adopted in the updates of the Mobility Element and Capital Improvements Element of the Sarasota County Comprehensive Plan. The Plan has identified future Mobility and Multimodal Corridors that will be designed in accordance with *Complete Street* principals. The County is in the process of updating its Comprehensive Plan to further integrate land use and transportation through establishment of policies that promote a land use pattern that supports mobility and the identification of Mobility and Multimodal Corridors necessary to accommodate future travel demand. These Corridors form the basis for calculating the Person Miles of Travel (PMT) Rate. The PMT Rate will be multiplied by the PMT for individual land uses to derive a Mobility Fee.

The following formulas in Figure 1 are those used to calculate a PMT Rate. These formulas will be described in greater detail in the following sections of this report.

Figure 1. Person Miles of Travel Rate Formula

Step 1	$VM\text{Tg} = VM\text{Tf} - VM\text{Tb}$
Step 2	$PMT\text{g} = VM\text{Tg} \times PM\text{Tf}$
Step 3	$MC\text{c} = \text{Vehicle Capacity} + \text{Bike Lane Capacity} + \text{Pedestrian Facility Capacity}$
	$MM\text{Cc} = (\text{Vehicle Capacity} \times .10) + \text{Bike Lane Capacity} + \text{Pedestrian Facility Capacity} + \text{Transit Capacity}$
Step 4	$MC\text{Im} = (PMT\text{g} \times \%MC\text{f}) \div MC\text{c}$
	$MM\text{CIm} = (PMT\text{g} \times \%MM\text{Cf}) \div MM\text{Cc}$
Step 5	$MC\text{tc} = MC\text{cm} \times MC\text{Im}$
	$MM\text{Ctc} = MM\text{Ccm} \times MM\text{CIm}$
Step 6	$PM\text{Tr} = (MC\text{tc} + MM\text{Ctc}) \div PM\text{Tg}$

Where:

$VM\text{Tg}$	=	Vehicle Miles of Travel Growth
$VM\text{Tf}$	=	Vehicle Miles of Travel Future Year
$VM\text{Tb}$	=	Vehicle Miles of Travel Base Year
$PMT\text{g}$	=	Person Miles of Travel Growth
$PMT\text{f}$	=	Person Miles of Travel Factor (1.3)
$MC\text{c}$	=	Mobility Corridor Capacity
$MM\text{Cc}$	=	Multimodal Corridor Capacity
$MC\text{Im}$	=	Mobility Corridor Lane Miles
$MM\text{CIm}$	=	Multimodal Corridor Lane Miles
$\%MC\text{f}$	=	% of Future Mobility Corridors
$\%MM\text{Cf}$	=	% of Future Multimodal Corridors
$MC\text{tc}$	=	Mobility Corridor Total Cost
$MM\text{Ctc}$	=	Multimodal Corridor Total Cost
$MC\text{cm}$	=	Mobility Corridor Cost per Mile
$MM\text{Ccm}$	=	Multimodal Corridor Cost per Mile
$PM\text{Tr}$	=	Person Miles of Travel Rate

Multimodal Capacity

The Sarasota County Capital Improvements Element and the 2035 Long Range Transportation Program (LRTP) were evaluated to determine the types of multimodal improvements planned within the County over the 20-year planning horizon. The Mobility and Multimodal Corridors identified in the Mobility Plan form the basis of the type of capital projects used to determine the multimodal capacity necessary to accommodate future travel demand. The multimodal capital improvements necessary to serve future travel demand include sidewalks, bicycle lanes, trails, intersections, transit improvements and roadways.

The Florida Department of Transportation (FDOT) Generalized Tables were utilized to calculate the roadway capacities in **Table 3**. The vehicular capacity is based on both State and Non-State Roadway Capacity for Class I and Class II facilities. The capacity for Class I facilities is based upon a posted speed limit of 40 mph or greater and a Level of Service (LOS) standard of “D”. The capacity for Class II facilities is based upon a posted speed limit of less than 40 mph or greater and a Level of Service (LOS) standard of “E”. The roadway capacities for two, four and six lanes facilities were included in the average capacity analysis.

The vehicular capacity for each facility type was by increased by 5% to account for right-turn lanes. The total capacity for two lane facilities was increased by 5% to account for left turn lanes and medians. The total vehicular capacity for each facility type was then increased by 15% to account for vehicle occupancy rates based on person trip and vehicle trips data from the *2009 Household Travel Survey* and verified with local and state data from the Florida Department of Transportation.

TABLE 3. DAILY VEHICLE CAPACITIES

LANE TYPE & NUMBER	TOTAL CAPACITY	CAPACITY/ LANE
Class I Arterials		
2-Lane Divided Class I (State)	22,441	11,221
2-Lane Divided Class I (Non-State)	20,197	10,099
4-Lane Divided Class I (State)	48,059	12,015
4-Lane Divided Class I (Non-State)	43,253	10,813
6-Lane Divided Class I (State)	72,329	12,055
6-Lane Divided Class I (Non-State)	65,096	10,849
AVERAGE		11,175
Class II Arterials		
2-Lane Divided Class II (State)	19,779	9,889
2-Lane Divided Class II (Non-State)	16,953	8,477
4-Lane Divided Class II (State-State)	40,814	10,203
4-Lane Divided Class II (Non-State)	36,732	9,183
6-Lane Divided Class II (State-State)	61,462	10,244
6-Lane Divided Class II (Non-State)	55,316	9,219
AVERAGE		9,536
<p><i>Source:</i> Florida Department of Transportation, 2013 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas, Appendix B. Capacities for Class I based on LOS D, Class II based on LOS E consistent with Generalized Tables. Class II facilities have posted speed limits less than 40 mph. Class I facilities have posted speed limits 40 mph or greater. Capacity increased by 5% to account for right-turn lanes. Two lane capacity increased by 5% to account for left turn lane / median. Non-State Roads capacity is based on 90% of state road capacity. Calculated capacity increased by 15% to account for vehicle occupancy rates based on person trip and vehicle trips data from 2009 Household Travel Survey.</p>		

To account for pedestrian, bicycle and transit travel, it is necessary to establish a capacity for bicycle, pedestrian and transit facilities. The process for establishing capacities for bicycle and pedestrian facilities is based upon the methodologies used in several multimodal LOS reports and the *Transportation Research Board 2010 Highway Capacity Manual*. The capacity for transit vehicles is based upon methodologies from the *Transportation Research Board Transit Capacity and Quality of Service Manual, 3rd Edition*. The capacity for bicycle and pedestrian facilities was

based on a LOS standard of A. The methodology for calculating capacity for Local Transit is based upon the *Transportation Research Board Transit Capacity and Quality of Service Manual*, 3rd Edition. The capacity for Local Transit Vehicle was derived based upon the functional carrying capacity for one vehicle (40 seated) projected to run at 60-minute headways for a span of service of 16 ½ hours. The cost to operate and maintain transit service would be funded by sources other than the Mobility Fee. **Table 4** illustrates the calculated multimodal capacities:

Table 4. Multimodal Capacities

Facility Type	Unit of Measure	Daily Capacity
Transit	per vehicle	660
Sidewalk	5' - 6' wide	1,500
Bicycle Lane	4' - 5' wide	2,000
Multi-Use Path	8' - 10' wide	3,000
Trail	10' - 12' wide	4,500

Source: The capacity for a sidewalk, bicycle lane, trail and multi-use path is based on capacity procedures established in Transportation Research Record 1636 Paper No. 98-0066, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration, and the 2010 Highway Capacity Manual. The capacity for bicycle and pedestrian facilities was based on LOS "A". The methodology for calculating capacity for Local Transit is based upon the Transportation Research Board Transit Capacity and Quality of Service Manual, 3rd Edition. The capacity for Local Transit Vehicle was derived based upon the functional carrying capacity for one vehicle (40 seated) projected to run at 60 minute headways during for a span of service of 16 1/2 hours. The cost to operate and maintain transit service would be funded by sources other than the Mobility Fee.

The Mobility Plan is categorized into two corridor types: Mobility and Multimodal. Mobility corridors are new two lane and four lane roads and the widening of existing roads from two to four lanes and four to six lanes. Mobility corridors will be designed in accordance with Complete Street concepts that will include a mixture of sidewalks, multi-use paths, trails, bicycle lanes and vehicular travel lanes. Multi-modal corridors will also be designed in accordance with Complete Street concepts, but will not include any additional vehicular travel lanes. Multi-modal improvements will include a mixture of bicycle lanes, bicycle racks, sidewalks, multi-use paths, trails, transit stops, transit pullout bays, transit vehicles, vehicular turn lanes and roundabouts.

The capacity per lane mile of 15,356 for Mobility Corridors is based on the average vehicular capacity for Class I and Class II facilities, the average pedestrian capacity for sidewalks, multi-use paths and trails and the capacity for bicycle lanes. The capacity per lane mile of 6,696 for Multimodal Corridors is based on the average pedestrian capacity for sidewalks, multi-use paths and trails, the capacity for bicycle lanes, the capacity for transit and 10% of the average per lane mile vehicular capacity for Class I and Class II roadway facilities to account for the typical length and added capacity of intersection improvements. **Table 5** illustrates the calculated corridor capacity for Mobility and Multimodal Corridors.

TABLE 5. CORRIDOR CAPACITY

FACILITY TYPE	CAPACITY PER LANE MILE
Mobility Corridor	15,356
Multimodal Corridor	6,696
<i>Source:</i> The vehicular capacity for Mobility Corridors is based on the average of capacities for Class I and Class II facilities per table 3 and the average capacity for pedestrian facilities (sidewalks, multi-use paths and trails) and bike lanes from table 4. The vehicular capacity for Multimodal Corridors is based upon 10% of the average of capacities for Class I and Class II facilities per table 3 to account for vehicular intersection improvements plus the average capacity for pedestrian facilities (sidewalks, multi-use paths and trails), bike lanes and transit per table 4.	

To determine the future lane miles needed to accommodate the projected increase in Person Miles of Travel (PMT), the planned lane miles for Mobility Corridors and Multimodal Corridors was calculated. The Mobility Plan Corridors Map indicates roughly **70%** of the Corridors are Mobility Corridors and **30%** are Multimodal Corridors. The share of the PMT increase to be accommodated by Mobility Corridors was calculated at roughly 5.4 million and just over 2.3 million for Multimodal Corridors. The Future Lane Miles Needed was determined by dividing the share of PMT increase by the Corridor Capacity from **Table 5**. The total lane miles of future corridors needed is 352 miles of Mobility Corridors and 346 miles of Multimodal Corridors to accommodate future travel demand (**Table 6**).

TABLE 6. FUTURE LANE MILES NEEDED

FACILITY TYPE	PERCENT OF FUTURE CORRIDORS	SHARE OF PMT INCREASE	FACILITY CAPACITY	TOTAL LANE MILES NEEDED
Mobility Corridor	70%	5,410,265	15,356	352
Multimodal Corridor	30%	2,318,685	6,696	346
Total	100%	7,728,950	11,063	699
<i>Source:</i> Percent of Future Corridors is based on the Mobility Plan Corridors Map (Map A). Share of PMT Increase determined by multiplying the % of future corridors by the increase in PMT from Table 1. Facility Capacity per Table 5. Facility Capacity total is a weighted average based on the percent of future capacity. Total Lane Miles Needed determined by dividing share of PMT Increase by the Facility Capacity.				

Cost Per Person Mile of Travel

To determine the total cost of the Corridor Capacity needed to accommodate the increase in PMT, it was necessary to calculate a per lane mile cost (**Table 7**). Construction Costs are based on per mile cost from FDOT Statewide Averages, FDOT District 7 and Sarasota County. The FDOT cost were averaged for all facility types and then averaged with the per lane mile cost from Sarasota County based on the most recent Capital Improvements Program and roadways that have recently been constructed. The total per lane mile cost include design / engineering (PE) at 10% of construction cost, right-of-way (ROW) at 40% of construction cost and construction, engineering and inspection (CEI) at 10% of construction cost.

The total cost of the Mobility Plan Corridors was derived by multiplying the total number of miles needed for Mobility Corridors and Multimodal Corridors by the total cost per mile. As shown in **Table 8**, the total cost of the Mobility Plan Corridors needed to accommodate future person miles of travel is approximately \$1.94 billion.

TABLE 7. MOBILITY PLAN CORRIDOR COST

FACILITY TYPE	CONSTRUCTION COST	PE, ROW & CEI	TOTAL COST	TOTAL COST PER LANE MILE
FDOT New 2 Lane	\$5,453,365	\$3,272,019	\$8,725,383	\$4,362,692
FDOT New 4 Lane	\$7,517,407	\$4,510,444	\$12,027,850	\$3,006,963
FDOT Widen 2 to 4 Lane	\$5,428,579	\$3,257,147	\$8,685,726	\$4,342,863
FDOT Widen 4 to 6 Lane	\$5,460,857	\$3,276,514	\$8,737,370	\$4,368,685
<i>FDOT Average</i>	<i>\$5,965,052</i>	<i>\$3,579,031</i>	<i>\$9,544,082</i>	<i>\$4,020,301</i>
Sarasota New Lanes	\$4,021,049	\$2,412,629	\$6,433,678	\$3,216,839
<i>Average cost for Mobility Corridor</i>	<i>\$4,993,050</i>	<i>\$2,995,830</i>	<i>\$7,988,880</i>	<i>\$3,618,570</i>
Pedestrian	\$500,000	\$300,000	\$800,000	\$400,000
Bicycle	\$700,000	\$420,000	\$1,120,000	\$560,000
Transit	\$600,000	\$120,000	\$720,000	\$560,000
Intersection	\$500,300	\$300,180	\$800,480	\$400,240
<i>Total cost for Multimodal Corridor</i>	<i>\$2,300,300</i>	<i>\$1,140,180</i>	<i>\$3,440,480</i>	<i>\$1,920,240</i>

Source: Construction Cost are based on per mile cost for 2014 from FDOT Statewide Averages, FDOT District 7 and Sarasota County. The construction cost per mile for Mobility Corridors include the cost for right turn lanes at \$200,000 (\$100,000 per turn lane), two acres of stormwater ponds at \$400,000 (\$200,000 per acre), a traffic signal at \$120,000, four transit stops at \$80,000 (1/2 mile spacing at \$20,000 per stop) and \$100,000 for wider pedestrian facilities. The construction cost for Multimodal Corridors includes pedestrian facilities at \$500,000 (\$250,000 per side), bicycle facilities cost is based on based on 25% (4' bike lane width divided by 16' total lane width) of the cost to add a travel lane, transit facilities at \$400,000 per vehicle and eight transit stops (1/4 mile spacing at \$25,000 per stop) and 10% of the average cost for Mobility Corridors for intersections. The cost for design / engineering (PE) was estimated at 10% of construction cost, right-of-way (ROW) at 40% of construction cost and construction, engineering and inspection (CEI) at 10% of construction cost. Roadway Construction Cost, PE, ROW & CEI and Total Cost are all provided per mile. The Total Cost per Lane Mile for Mobility Corridors is derived by dividing the total cost per mile by the number of new lanes. The Total Cost per Lane Mile for Multimodal Corridors is derived by dividing the total cost per mile by 2. The Transit Cost per Lane Mile only reflects one transit vehicle. The cost of ROW, PE and CEI are for transit stops. The construction cost for transit reflect the cost of transit stops on both sides of the road. The final cost per lane for transit is \$400,000 for one vehicle and 1/2 the cost for transit stops.

TABLE 8. FUTURE COST OF MOBILITY PLAN CORRIDORS

FACILITY TYPE	FUTURE LANE MILES NEEDED	COST PER LANE MILE	TOTAL COST
Mobility Corridor	352	\$3,618,570	\$1,274,940,191
Multimodal Corridor	346	\$1,920,240	\$664,983,133
Total	699		\$1,939,923,324

Source: Future lane miles needed based on Table 6. Cost per lane mile based on Table 7. Total Cost derived by multiplying Future Lane Miles Needed by Cost per Lane Mile per corridor type than summing the total cost per corridor type.

Person Mile of Travel Rate

The Person Mile of Travel (PMT) Rate is derived by dividing the total cost of Mobility Plan Corridors by the increase in PMT between 2015-20135. The Person Mile of Travel Rate is \$250.99. This rate will be adjusted by the PMT credits and the net rate will be multiplied by the PMT per Land Use to derive a Mobility Fee. The calculated rate per PMT is shown in **Table 9** below:

TABLE 9. PERSON MILES OF TRAVEL (PMT) RATE

Total Cost of Future Multi-Modal Capacity	\$1,939,923,324
Person Miles of Travel Increase	7,728,950
<i>Person Miles of Travel Rate</i>	<i>\$250.99</i>
<i>Source:</i> Total cost is based on Table 7. Person Miles of Travel Increase based on Table 2. Person Miles of Travel Rate is derived by dividing total cost by the increase in person miles of travel.	

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TRANSPORTATION REVENUE CREDITS

One of the general principles of any fee assessed by local government on new development is that the fee has to be proportional to the impact generated by the development. To ensure new development is not paying more than its impact and is also not paying for existing deficiencies, transportation revenue credits are provided. Transportation revenue credits will be given for dedicated revenues that will be generated by new development and used to pay for the Mobility and Multimodal Corridors in the County. These credits will result in a reduction in the Person Mile of Travel (PMT) rate to ensure that new development does not pay twice for the same capacity, once through mobility fees and again through general taxes that are used to remedy the capacity deficiency for existing development. In addition to Federal and State funding for major roads in Sarasota County, the County utilizes a variety of local funding sources to fund transportation improvements. In the calculation of this mobility fee, credit is given for the portion of the Local Option 5-Cent Gas Tax and the Transportation Infrastructure Surtax that are being used to fund capacity-expanding improvements to the transportation system in Sarasota County. This update also includes a credit for capacity related funding from the transportation capacity and scheduled principal repayment for long-term road related debt that added transportation capacity.

This section summarizes the sources of revenue available that will be converted into transportation revenue credits due for new growth to ensure that the new growth is only paying its share of the cost of new capacity. The credit is provided per projected increases in Person Mile of Travel on a per unit basis. Under an improvements based fee, there would be a total cost associated with providing all mobility improvements and the total available revenue available to fund those improvements would be provided. Under the hybrid Mobility Fee, the Credit is provided on a per PMT unit basis, not on a dollar for dollar basis which would be utilized from an improvements driven fee.

The analysis conducted provides projections for the revenues and transportation revenue credits that will potentially fund the improvements within the County's Transportation and

Capital Improvements Element. The determination of cost feasibility and revenue credits requires planning agencies to develop reasonable and reliable revenue estimates as well as transportation project cost estimates and for the County to use the most recent and best data available.

The public transportation system in Florida has several funding sources for development and maintenance. The major sources of transportation funds are fuel taxes levied at federal, state and local levels. Federal funds are collected and distributed to federal highway, rail and transit programs from which Florida receives funding for eligible programs. State funds are collected from state tax levies and distributed to state funding programs, with the State Transportation Fund receiving the bulk of these funds. These programs fund statewide projects, as well as distribute funds to counties and municipalities. On the local level, funds are collected from local tax levies, as well as state tax levies. The vast majority of these funds at the federal, state and local level are used to fund maintenance and operations of the existing transportation network, not to add new transportation capacity.

The formula for calculating transportation revenue credit, as shown in **Figure 2**, looks at the total funding available from a given revenue source, the total years the funding is available and the present value of funding based on the current discount rate of 4.24% (which is the average annual interest rate for 2014 on state and local bonds from the Federal Reserve, specifically the Federal Reserve's monthly H.15-1 release, which contains interest rates for selected U.S. Treasury and private money market and capital market instruments). To derive a credit per unit of Person Mile of Travel, the present value of the funding is divided by the total growth in PMT per **Table 1**. The credit formula for debt service payments varies from this formula and is described in further detail under the debt service payment section.

Figure 2. Person Miles of Travel Credit Formula

$$\begin{aligned} \text{PMT Credit Formula} &= (F \div N) = \text{AAF}, \text{PV}(4.24\%, N, -\text{AAF}), \text{PV} \div \text{PMTg} = \text{CPMT} \\ \text{PMT Credit Steps} &= \text{Step 1: } (F \div N) = \text{AAF}, \text{Step 2: } \text{PV}(\text{AAF}) = \text{PV}, \text{Step 3: } (\text{PV} \div \text{PMTg}) = \text{CPMT} \end{aligned}$$

Where:

F	=	Total Funding
N	=	Number of Years of Funding Availability
AAF	=	Average Annual Funding
PV	=	Present Value (4.24% at TY)
PMTg	=	Person Miles of Travel Growth
CPMT	=	Credit per Person Mile of Travel

Federal and State Revenue Credit

FDOT developed revenue forecasts of state and federal transportation funds for the 2035 Long Range Transportation Plan (LRTP). These forecasts are based on a statewide estimate of revenues that fund the state transportation program. This study provides a credit based directly on the average annual Federal and State tax funding for capacity expanding road projects per Person Miles of Travel (PMT).

The LRTP (FY2015/2016 to FY 2034/2035) forecast just under \$2.85 million in Federal and State Funding being available to the Mobility Plan Corridors in Sarasota County. Separate Federal and State funds are available for improvements to Interstate 75. Over the 20-year Mobility Fee Horizon, roughly \$14.2 million dollars will be available annually. This equates to a present value of approximately \$189.5 million. Over the 20-year horizon, roughly 7.7 million PMT are projected to be added to the transportation system resulting in a projected per unit credit of \$24.52, as illustrated in **Table 10**.

TABLE 10. FEDERAL & STATE FUNDING CREDIT

Federal & State Capacity Funding FY 2015-2035	\$284,810,000
Total Years in Mobility Fee	20
Average Annual Funding	\$14,240,500
Present Value of State & Federal Capacity Funding	\$189,484,360
Increase in Person Miles of Travel (PMT)	7,728,950
Federal & State Revenue Credit per PMT	\$24.52
<p><i>Source:</i> The 2035 Long Range Transportation Funding identified funding available for multi-modal capacity from 2016 to 2035 based on Other Arterial Construction / ROW for Sarasota County, 50% of Enhancement Funds and 15% of TMA Funds. Annual Funding derived by dividing funding by total years in Mobility Fee. Present Value based on discount rate of 4.24% over 20 years. The discount rate is the average monthly interest rate on state and local bonds from the Federal Reserve for 2014. Future Person Miles of Travel derived from table 6. The credit per PMT is determined by dividing the present value by the increase in Future PMT.</p>	

Fuel Tax Credit

Sarasota County receives revenues from the five-cent, six-cent and ninth-cent local option fuel taxes, the Constitutional, County and Municipal Fuel Taxes. Historically, Sarasota County uses the vast majority of its gas tax revenue for operations and maintenance. Over the last several years, a significant portion of the Local Option Five-Cent Fuel Tax has been used to add transportation capacity. Historically, between 35% and 75% of the Five-Cent Fuel Tax has been utilized to add capacity. For calculation purposes, 50% of the projected Five-Cent Fuel Tax Revenue over the next 20 years was utilized to determine per unit PMT credit. **Table 11** shows that the total Five-Cent Fuel Local Tax projected to be available for transportation capacity which will generate a mobility fee credit of \$3.69 per unit of the increase in PMT.

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TABLE 11. LOCAL OPTION 5-CENT FUEL TAX CREDIT

Fuel Tax Revenue FY 2015-2035	\$42,815,313
Total Years in Mobility Fee	20
Average Annual Funding	\$2,140,766
Present Value of Fuel Tax Revenue Funding	\$28,485,068
Increase in Person Miles of Travel (PMT)	7,728,950
Fuel Tax Credit per PMT	\$3.69

Source: Based upon projected Local Option 5 cent gas tax revenue available between 2015-2035. Projection based on average of annual collected Local Option 5 cent gas tax revenue from 2009-2014 and multiplied by 20 years. Historically the County has allocated between 35% to 75% of this gas tax to fund transportation capacity. 50% of projected Local Option 5 cent gas tax revenue was assumed to be available for transportation capital. The remaining gas tax revenues from the Local Option 5-cent, 6 cent, Constitutional and County tax are used to fund operations and maintenance. Annual Funding derived by dividing funding by total years in Mobility Fee. Present Value based on discount rate of 4.24% over 20 years. The discount rate is the average monthly interest rate on state and local bonds from the Federal Reserve for 2014. Future Person Miles of Travel derived from table 6. The credit per PMT is determined by dividing the present value by the increase in Future PMT.

Government Infrastructure Sales Surtax Credit

Sarasota County has approved the Local Government Infrastructure Surtax, pursuant to Section 212.055(2), Florida Statutes, to fund some of the capital facility needs of the County. This funding mechanism expires in 2024. The County has allocated roughly **50%** of the Local Government Infrastructure Sales Surtax to fund transportation. Significant portions have been allocated towards maintenance and addressing current deficiencies. A portion of the Sales Surtax has been allocated to repay bond debt that was issued to construct capacity improvements. Credit will be provided for outstanding bond debt per **Table 13**. Based on the Transportation Infrastructure Sales Surtax III list, roughly \$30 million is remaining to be allocated towards capital improvements through 2024. Approximately \$3.3 million is available annually to fund transportation capacity. The remaining Transportation Infrastructure Sales Tax revenue available over the next nine years per **Table 12** results in a mobility fee credit of \$3.17 per unit of the increase in PMT. Should Sarasota County adopt a new infrastructure sales tax on or before 2024, then the credit would need to be reevaluated.

TABLE 12. INFRASTRUCTURE SALES SURTAX

Infrastructure Sales Surtax Funding FY 2015-2024	\$30,000,000
Total Years in Mobility Fee	9
Average Annual Funding	\$3,333,333
Present Value of Enhancement Funding	\$24,515,605
Increase in Person Miles of Travel (PMT)	7,728,950
Infrastructure Sales Surtax per PMT	\$3.17
<i>Source:</i> Based upon Transportation Infrastructure Surtax III list of transportation capacity projects that have not yet been bonded. Bonded transportation capacity projects are credited in table 13. Annual Funding derived by dividing funding by total years in Mobility Fee. Present Value based on discount rate of 4.24% over 9 years. The discount rate is the average monthly interest rate on state and local bonds from the Federal Reserve for 2014. Future Person Miles of Travel derived from table 6. The credit per PMT is determined by dividing the present value by the increase in Future PMT.	

Debt-Service Credit

The County's Capital Improvement Plan includes capacity-expanding projects funded through the issuance of long-term debt. The existing debts will be retired by 2035 with revenues from a variety of sources. A credit for outstanding debt will reduce the PMT Rate to account for future debt service payments from new development. These payments will go towards partly retiring outstanding debt on existing facilities. Providing the debt service credit ensures that the County accounts for the contribution of new development toward remedying existing deficiencies.

New development will be required to pay mobility fees to mitigate their impact and will also pay on existing bonds. Without a credit, new development would be paying for more than its fair share. Thus, a credit for outstanding debt is provided to place new development on the same level as exiting development and ensures that they are not being charged for existing deficiencies. The debt service credit is based upon the percentage of the total outstanding principal bond proceeds that were used for transportation capacity.

A simplified methodology was utilized that differs from the other credits, to ensure that new development is not required to pay for existing facilities, through funds used for debt retirement. The methodology used to calculate the credit to ensure new development is on par with existing development as it relates to funding existing transportation capacity is to divide the total outstanding debt by the increase in Person Miles of Travel per **Table 1**. This places new development on the same level as existing development in terms of funding its share of capital costs funded through debt. As shown in **Table 14**, the debt credit is \$7.59 per unit of PMT.

TABLE 13. DEBT SERVICE CREDIT

Communication Services Tax Revenue Bonds, Series 2006	\$12,411,829
Infrastructure Sales Surtax Bonds, Series 2008 A&B	\$9,014,164
Infrastructure Sales Surtax Bonds, Series 2008 A&B	\$14,759,049
Infrastructure Sales Surtax Bonds, Series 2008 A&B	\$12,950,000
Revenue Note, Series 2014A	\$9,508,000
<i>Total Outstanding Road Debt on Major Road System</i>	<i>\$58,643,042</i>
Increase in Person Miles of Travel (PMT)	7,728,950
Debt Service Credit per PMT	\$7.59
<i>Source: Based upon data from Sarasota County Clerk of Court and County Comptroller. The outstanding bond debt is being paid and pledged by various revenue sources. The debt service credit was derived by dividing the total road debt on the major road system by the increase in PMT.</i>	

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Total Credits

The total credits related to Federal and State revenues, the Local Option Five-Cent Fuel Tax, the infrastructure sales tax revenue and debt service for Mobility Plan Corridors as summarized in **Table 14**. Based on this calculation, new development could be expected to generate the current equivalent of \$38.96 per unit of increase in PMT.

TABLE 14. TOTAL CREDIT PER PERSON MILE OF TRAVEL

Federal & State Capacity Funding	\$24.52
Fuel Tax Revenue	\$3.69
Transportation Infrastructure Surtax Funding	\$3.17
Debt Service Funding	\$7.59
Total PMT Credit	\$38.96
<i>Source: Total funding per Person Mile of Travel based on the sum of funding from tables 10 thru 13.</i>	

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EXISTING TRAVEL CHARACTERISTICS

Daily Vehicle Miles of Travel (VMT)

One of the steps in development of a Mobility Fee is the evaluation of the travel characteristics on the major roadway system within Sarasota County. The Sarasota County Traffic Data Report identifies the roadways within the roadway system. The Report includes the length of the roads, the functional classification, daily traffic, the number of lanes, posted speed limits and the capacity for each road (**Appendix C**). The traffic count data that represents the most recent data available was collected in 2013. The calculation of VMT is accomplished through multiplying the length of a roadway segment by the daily traffic on the roadway. **Table 15** illustrates that there is just over 8 million daily VMT on the major roadway system in the County.

TABLE 15. EXISTING TRAVEL ON MAJOR ROADWAY SYSTEM

FACILITY TYPE	CITY OF SARASOTA		TOWN OF LONGBOAT KEY		CITY OF VENICE		CITY OF NORTH PORT		UNINCORPORATED COUNTY		SARASOTA COUNTY	
	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT
Collector	1	9,400	0	0	10	72,265	2	1,970	89	491,017	102	574,651
Local	0	0	0	0	3	433	0	0	10	164,230	13	164,662
Principal Arterial	14	584,241	5	105,395	8	89,353	3	70,000	146	2,675,963	176	3,524,953
Minor Arterial	9	226,787	0	0	0	0	0	0	62	643,031	71	869,818
Interstate	0	0	0	0	0	0	11	521,375	31	2,509,243	42	3,030,618
Total	24	820,428	5	105,395	21	162,050	15	593,345	338	6,483,485	404	8,164,703
Source: Existing VMT on the major roadway system in Sarasota County is based upon the Sarasota County Traffic Data Report in Appendix C. The existing travel on the roadway network will be utilized to adjust the average trip lengths within Sarasota County.												

Interstate Adjustment Factor

Travel on the interstate highway system is excluded from Mobility Fee calculations as the interstate system is principally funded and maintained by the Federal Government in coordination with State Departments of Transportation. Thus, to ensure development that generates new trips is not charged for travel on the interstate system, the VMT on Interstate 75 is excluded from the major thoroughfare system within the County. **Table 16** illustrates the adjustment factor calculated to exclude travel on Interstate 75.

Table 16. Interstate Adjustment Factor

Roadway Category	Miles	Daily Vehicle Miles of Travel (VMT)
Major Thoroughfare System	381.3	8,164,703
Interstate 75	42.1	3,030,618
Net Travel on Major Thoroughfare System	339.2	5,134,085
Interstate Adjustment Factor		0.63
Source: Existing travel on the major thoroughfare system is based upon the Sarasota County Traffic Data Report in Appendix C. Major Thoroughfare System includes arterials, collectors and Interstate 75. Decimal numbers rounded to the nearest 100th		

Local Adjustment Factor

In the context of a Mobility Fee, it is important to determine the average length of a trip on the major thoroughfare system. The point of departure in developing local trip lengths is to utilize national data. The U.S Department of Transportation's 2009 National Household Travel Survey (NHTS) identifies average trip lengths for specific trip purposes. However, these trip lengths are unlikely to be representative of travel on the major thoroughfare system, since the NHTS data includes travel on local roads and limited access facilities. An adjustment factor for local trip lengths is necessary to ensure development that generates new trips is not charged for trips on local roads and Interstate 75.

The first step in developing the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) based on existing developed land uses development within Sarasota County. Existing land use data was principally compiled using information from the Sarasota County Property Appraiser. To estimate total countywide VMT, travel characteristics were determined for existing land uses. Travel characteristics are based on average daily trip generation rates, percent of primary trips and national average trip lengths. As shown in **Table 17**,

existing unincorporated County land uses, using national trip generation and trip length data, would be expected to generate approximately 12.7 million daily VMT.

Table 17. Existing Land Use Vehicle Miles of Travel

Land Use Type	ITE Code	Unit	Existing Units	Trip Rate	Primary Trips	Daily Trips	Length (miles)	Daily VMT
Single-Family	210	Dwelling	151,000	4.76	100%	718,760	8.50	6,109,460
Multi-Family	220	Dwelling	57,120	3.33	100%	190,210	8.50	1,616,782
Mobile Home	240	Dwelling	20,285	2.5	100%	50,713	8.50	431,056
Hotel/Motel	310	Rooms	5,545	4.09	90%	20,411	10.70	218,399
Commercial/Retail	820	1,000 sq ft	26,159	21.35	70%	390,946	6.50	2,541,147
Office	710	1,000 sq ft	16,254	5.52	90%	80,751	11.80	952,856
Place of Worship	560	1,000 sq ft	5,414	4.56	90%	22,218	6.30	139,971
Industrial	140	1,000 sq ft	20,938	1.91	90%	35,992	11.80	424,709
Education	520-536	Students	66,963	0.89	50%	29,715	6.30	187,203
Golf Courses	430	Holes	792	17.87	100%	14,153	10.70	151,438
Recreation	411	Acres	45	0.95	90%	39	10.70	415
Total Daily VMT								12,773,437

Source: Existing land use data obtained from the Sarasota County Property Appraiser. Residential units and student enrollment, based on preschool to graduate school, obtained from the 2013 American Community Survey. The number of holes for golf courses were estimated based upon acreage requirements determined during a February 2001 survey by the Golf Course Superintendent Association of America. Primary person trip lengths from US Household Travel Survey (Appendix A); daily trips is a product of 1/2 ITE daily trip generation rate times the primary trips; daily VMT is product of multiplying daily trips and trip length.

The VMT based on existing land use data and national travel demand characteristics overestimates VMT actually observed on the major roadway system. This is not surprising given that the major thoroughfare system excludes local roads and Interstate 75. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to projected VMT on the major thoroughfare system. As shown in **Table 18**, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.40.

Table 18. Local Adjustment Factor

Daily Vehicle Miles of Travel (VMT) on Major Thoroughfare	8,164,703
Interstate Adjustment Factor	0.63
Adjusted Daily Vehicle Miles of Travel (VMT)	5,134,085
Existing Land Use Vehicle Miles of Travel (VMT)	12,773,437
Adjusted Daily Person Miles of Travel (PMT)	6,674,310
Existing Land Use Person Miles of Travel (PMT)	16,605,468
Local Adjustment Factor	0.40
<small>Source: Daily VMT from Table 15. Interstate Adjustment Factor based on Table 16. Adjusted Daily derived by multiplying Daily VMT by the Interstate Adjustment Factor. Existing Land Use VMT based on land use data from table 17. Adjust PMT and Existing Land Use PMT obtained by multiplying PMT Factor of 1.3 to account for person miles of travel on major therefore system and from existing land uses. Local Adjustment Factor derived by dividing Adjusted PMT by Existing Land Use PMT. Decimal numbers rounded to the nearest 100th.</small>	

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Average Trip Length

The U.S. Department of Transportation's 2009 National Household Travel Survey identifies average trips lengths for specific trip purposes, including home-to-work trips, school/church and shopping trips (**Appendix D**). In addition, an average residential trip length was calculated using the average of all trip purposes. The longer the overall average trip length for a land use, the higher the vehicle miles of travel will be. The national average trip lengths by trip purpose have been adjusted by the local factor calculated above to derive local trip lengths, as shown in **Table 19**.

Table 19. Average Person Trip Length by Trip Purpose

Trip Purpose	2009 National Average Person Trip Length (miles)	Local Adjustment Factor	Adjusted Person Trip Length (miles)
To/From Work	11.8	0.40	4.7
Shopping	6.5	0.40	2.6
Other Family/Personal Errands	7	0.40	2.8
School/Church	6.3	0.40	2.5
Social and Recreational	10.7	0.40	4.3
Residential	8.5	0.40	3.4

Source: National average person trip lengths from US Department of Transportation, National Household Travel Survey, 2009 (Appendix D); residential is an average of the five trip purposes; local adjustment factor from Table 18. Trip length decimal numbers rounded to the nearest 10th. Adjustment factors decimal factors rounded to nearest 100th.

Trip Length Adjustment Factor

The Average Trip Length for various land uses is based upon national data and adjusted to account for travel within Sarasota County. The national data is provided for broad trip purposes. A further trip length adjustment factor is applied to land uses within urbanized areas that will be included in a subcategory of the Mobility Fee schedule known as Urban Infill. Trip Length Adjustments should not be confused with the more commonly known Pass-By Trip reduction. Pass-by trip reductions are a reduction in the gross number of trips to a land use and account for existing travel on the roadway system that is diverted from its principal origin

and destination. Trip Length Adjustments are reductions in the length of a trip, not the gross number of trips. **Table 20** illustrates the trip length adjustment factors that will be applied to travel length within Sarasota County. A further trip length adjustment factor is applied to land uses within urbanized areas that will be included in a subcategory of the Mobility Fee schedule known as Urban Infill. These adjustments will factor into the Person Miles of Travel per land use calculation.

Table 20. Trip Length Adjustment Factors

Location	Percent
Convenience adjustment	60%
Neighborhood adjustment	40%
Community adjustment	20%
Regional adjustment	0%
Urban Infill Adjustment	30%
<i>Source:</i> Trip length adjustment factors based on National Personal Transportation Survey and a GIS evaluation of existing land development pattern within Sarasota County. Urban Infill Adjustment based on National average trip lengths from US Department of Transportation, National Household Travel Survey, 2009 (Appendix D) and Florida Department of Transportation Analysis of the Travel Survey.	

A number of sources were evaluated to develop the trip length adjustment factors as well as professional experience in evaluating trip characteristics of various land uses. The U.S. Department of Transportation, Federal Highway Administration “National Personal Transportation Survey” was one source utilized to develop factors that reduced the average travel length of overall trips for uses classified as convenience, neighborhood, community, regional and metropolitan. The Sarasota County Property Appraisers parcel database was also evaluated. In addition, a visual Geographic Information System (GIS) analysis of the existing land use development pattern within Sarasota County was conducted utilizing Google Earth to evaluate the frequency of various land uses within urbanized areas of Sarasota County.

Convenience uses such as banks, fast food and gas stations generate a significant amount of traffic. However, the trip length to and from these types of convenience uses in reality is quite short. A large portion of trips to and from many land uses comes from adjacent roadways. For example, an individual driving from their place of work to their house may first stop at a grocery store, and then may divert their trip a mile or so to a gas station or bank and then head home. In addition, the prevalence of a particular land use pattern and alternatives available factors into the overall trip length. Some larger scale regional retail uses such as a home improvement center or a discount superstore are uses that typically are destinations, are limited in total number of stores and have a longer average trip length and draw trips from the larger community.

In a recent publication in the Journal for Transportation and Land Use titled *Modeling the land-use correlates of vehicle-trip lengths for assessing the transportation impacts of land developments* (Volume 6, Number 2 (2013), researches from the University of Florida found a direct correlation between land use patterns and trip length. The abstract for the publication provides the following summary:

“This study developed models that relate trip lengths to the land-use characteristics at the trip ends (both production and attraction ends). Separate models were developed by trip purpose. The results indicate several statistically significant and intuitively reasonable effects of land-use patterns. High residential densities and a good mix of complementary land uses are associated with shorter trips. Larger establishments attract longer trips, and the lengths of home-based other trips decrease with an increase in the number of convenient commercial land use parcels in the neighborhood. The connectivity provided by the roadway network and the urban form of the area (measured in terms of number of intersections and cul-de-sacs) affect trip lengths. In addition to the local land-use characteristics, trip lengths also vary significantly by the location of the neighborhood within the region. All these results hold even after controlling for several trip and traveler characteristics.”

The Victoria Transportation Policy Institute recently conducted an extensive analysis of the 2009 National Household Travel Survey (NHTS) data and produced a report titled Short and Sweet: Analysis of shorter trips using National Personal Travel Survey Data (September 10th, 2014). The analysis found that shorter trips and non-motorized trips have historically been underreported. The following are a few of the findings of the analysis:

“Conventional travel surveys tend to undercount shorter trips and non-motorized trips due to the way travel statistics are defined and collected.

A significant portion of total personal travel consists of shorter trips. According to the NHTS about 10% of reported trips are a half-mile or less, about 19% are a mile or less, and 41% are three miles or less. Since shorter trips tend to be undercounted, the actual share of short trips is probably higher than these figures indicate.

According to the NHTS about 12% of total trips are by non-motorized modes, about twice the values reported by most travel surveys. More than half of trips of a mile or less, and nearly a third of trips of three miles or less, are by walking or bicycling.

Because walking, cycling and public transit are relative slow modes they represent much larger shares of trips and travel time than travel distance.

Of all trip purposes, commuting has the lowest active transport mode share. Mode share for non-commute trips is typically three or four times higher than commute mode share.”

Roadway Capacity

Case law and State Statutes prohibit local governments from imposing upon new development any responsibility for funding an existing transportation deficiency. To evaluate the capacity of the major thoroughfare system to ensure that new development is not being charged for existing deficiencies, a system wide analysis has been conducted. The analysis is achieved by dividing the system-wide capacity (VMC) by the system-wide demand (VMT) based on actual traffic counts. As shown in **Table 21**, the major road system currently provides units of capacity (VMC) for every unit of travel demand (VMT). This represents the current system-wide level of service, defined at the

system-wide level. A VMC/VMT ratio less than 1.00 indicates that there are system deficiencies. Based on the analysis illustrated in **Table 21**, the system wide VMC/VMT ratio is 1.28. Thus, there are not backlogged facilities on a system wide basis for which new development is being assessed.

Table 21. Existing Major Thoroughfare Capacity-to-Demand Ratio

Functional Classification	Existing Vehicle Miles of Capacity (VMC)	Existing Vehicle Miles of Travel (VMT)	VMC/VMT Ratio
Major Local	403,490	164,662	2.45
Collector	1,614,884	574,651	2.81
Principal Arterial	4,584,071	3,524,953	1.30
Minor Arterial	1,568,812	869,818	1.80
Interstate	2,254,820	3,030,618	0.74
Total	10,426,077	8,164,703	1.28
Source: Data based on Sarasota County Traffic Data Report (Appendix C).			

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PERSON MILES OF TRAVEL PER LAND USE

There are three essential components in determining the Person Miles of Travel per land use. The first component is new trips that will utilize the multimodal transportation system. New development and, in some instances redevelopment, generate new vehicle and person trips. The County through its adopted Comprehensive Plan has elected to provide mobility for these new trips through the planning and provision of a multimodal transportation system.

A Mobility Fee is one means for development that generates new trips to equitably pay for the mobility demands placed on the multimodal transportation system. These trips are based on factors identified in the *Institute of Transportation Engineers (ITE) Trip Generation Manual 9th, Edition* and the *ITE Trip Generation Handbook, 3rd Edition*. These factors include trip generation rates per land use, internal capture, pass-by trips and mode share.

The second component is the length of trips. The lengths of trips are determined based upon data from the 2009 National Household Travel Study (NHTS). The trip lengths are derived from the travel patterns of residents across the United States. These are average trip lengths by type of trip, such as travel from home to work or shopping. The travel lengths are then adjusted by travel to local conditions per **Table 19**. Further adjustments take into account development patterns in Urban Infill Areas and the presence of convenience, neighborhood, community and regional land uses.

The third and final component is the conversion of vehicle miles of travel (VMT) per land use determined through new trips and travel length to PMT. The PMT is derived by multiplying the VMT by a PMT factor of 1.3. The PMT factor is based on 2009 National Household Travel Survey (Appendix A) and verified with local and states data from the Florida Department of Transportation, which is used to convert VMT per land use to PMT per land use. The formula used to calculate the PMT rate per land use is shown in **Figure 3**:

Figure 3. Person Miles of Travel per Land Use

PMT per Land Use	=	$(TG \times \% \text{ NEW} \times \text{LENGTH}) \times \text{PMTf} \div \text{ODA}$
PMT per Land Use (Mixed-Use)	=	$(TG \times \% \text{ IC} \times \% \text{ NEW} \times \text{LENGTH}) \times \text{PMTf} \div \text{ODA}$
PMT per Land Use (Urban Infill)	=	$(TG \times \% \text{ CC} \times \% \text{ NEW} \times (\text{LENGTH} \times \text{UIA}) \times \text{PMTf}) \div \text{ODA}$
PMT	=	Person Miles of Travel
TG	=	Trip generation during average weekday
IC	=	Internal Capture Rate
CC	=	Community Capture Rate
UIA	=	Urban Infill Adjustment
% NEW	=	Percent of trips that are primary trips, as opposed to pass-by or diverted-link trips
LENGTH	=	Average person trip length, with the local adjustment factors applied to account for convenience, neighborhood and community travel
PMTf	=	Person Miles of Travel Factor of 1.3 to account for multi-modal travel
ODA	=	Divides by two (/ 2) to adjust the double-counting trips for origin and destination

Trip Generation

Trip generation rates are based on information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th edition*. The ITE Manual provides the most recent, uniform and widely utilized source for trip generation rates. In addition, the national trip generation rates compiled by ITE are likely to be applicable to the mix of land uses and trip characteristics found in Sarasota County. The ITE Manual is used in communities across the United States and is the accepted source for trip generation utilized by the Florida Department of Transportation.

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Internal Capture & Community Capture

The percentage of **internal capture** reflects the reduced impact on the overall transportation system by compact, mixed-use, interconnected developments developed based on New Urbanism principals due to a reduction in the number of trips on external roadways. The percentage of **community capture** for development within Urban In-Fill Areas functions similar to internal capture. Community capture accounts for the mixture of land uses in urbanized areas and for trip generation purposes and assumes that these land uses are evaluated as a unified development in a manner similar to large scale mixed-use developments. Both factors recognize the reduced impact on the overall transportation system by compact, mixed-use, interconnected developments. The Florida Department of Transportation has conducted studies in Florida for larger scale mixed-use developments that showed an average internal capture rate of 36%.

Figure 4. Characteristics of Multi-Use Sites

CHARACTERISTICS OF MULTI-USE SITES SURVEYED BY FDOT, MARCH 1995							
MULTI-USE SITE	SIZE	OFFICE	COMMERCIAL	HOTEL	RESIDENTIAL	INTERNAL	PASS-BY
	(ACRES)	(SQ. FT.)	(SQ. FT.)	(ROOMS)	(UNITS)	CAPTURE RATE	RATE
CROCKER CENTER	26	209,000	87,000	256	0	41%	26%
MIZNER PARK	30	88,000	163,000	0	136	40%	29%
GALLERIA AREA	165	137,000	1,150,000	229	722	38%	40%
COUNTRY ISLES	61	59,000	193,000	0	368	33%	28%
VILLAGE COMMONS	72	293,000	231,000	0	317	28%	14%
BOCA DEL MAR	253	303,000	198,000	0	1,144	33%	29%
AVERAGE	101	181,500	337,000	81	448	36%	28%
SOURCE: ITE TRIP GENERATION HANDBOOK , 2ND EDITION (PAGES: 129, 130, 132)							

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While the *ITE's Trip Generation Handbook*, 3rd edition has made some improvements on evaluating mixed-use development and urbanized areas; it is still lagging behind a number of recent studies that have shown higher rates. The Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 684 *"Enhancing Internal Trip Capture Estimation for Mixed-Use Development"* is increasingly being recognized nationally as a more accurate and representative superior analysis methodology for internal capture than ITE. Even the 3rd Edition of the ITE Handbook has begun to incorporate significant portions of the NCHRP 684 Report. The *NCHRP Report* references studies conducted through-out the United States that illustrate internal capture rates that range between 20% and 30%; for larger scale mixed-use developments that are compact and walkable, internal capture rates are high as 50%.

The transportation impact for developments that are designed in accordance with Mixed-Use Development and Urban Infill Areas (Map C) that feature a mixture of residential, commercial, office and civic uses within a defined area have been reduced by **25%** to account for the internal and community capture of vehicular trips and for the increase in pedestrian and bicycle trips that occur when there is a mixture of uses served by an interconnected roadway network. The 25% Internal and Community Capture rate is consistent with studies that have been submitted in communities throughout Florida. Studies have been submitted for mixed-use developments within Sarasota County such as the Villages of Lakewood Ranch and the Fruitville Initiative that have shown internal and community capture rates between 25% and 35%. Development patterns in the Urban Infill Areas reflect those of mixed-use developments with retail, office and residential uses in close proximity. Internal and Community capture rates will vary between developments and urban areas. Based upon studies conducted throughout Florida, within Sarasota County and the study by the FDOT for mixed-use developments, a 25% internal and community capture rates has been used in the Mobility Fee analysis.

New Trips (aka Pass-By)

The *percentage of new trips* is based on a combination of the various pass-by analyses provided in ITE's *Trip Generation* and various studies that demonstrated higher pass-by rates for convenience land uses such as fast food and convenience gas stations. While the ITE's *Trip Generation* does not recognize pass-by rates for uses other than retail, pass-by rates were utilized on a number of non-retail uses such as offices, hospitals, social and civic uses in recognition that not all trips to these types of uses are new trips. A pass-by trip is a trip that is already on the roadway and stops at a land use between an origin point (commonly a dwelling) and a destination (place of employment, park).

For example, a person drives from home to work in the morning and stops for a quick breakfast at a fast food restaurant along the way. If the fast food restaurant were accessed from the same roadway that the person is going to work on, then this trip would be treated as a ***pass-by trip***. A pass-by trip is different than the trip length adjustment factor, in that a trip only counts as a pass-by trip if an individual travels on the same roadway; whereas the convenience trip length adjustment factor in travel applies to the trip length between uses and the need to access another roadway.

Person Miles of Travel (PMT) Factor

To account for person trips made by walking, biking, riding transit and vehicle occupancy in a multimodal travel environment, VMT were converted into Person Miles of Travel (PMT). The data for PMT was derived from the U.S. Department of Transportation 2009 National Household Travel Study (NHTS) (**Appendix A**). The analysis resulted in a PMT factor of 1.3, which was applied to the growth in VMT to evaluate future multimodal travel demand within Sarasota County. The ***PMT*** factor of **1.3** is utilized to adjust the VMT for individual land uses. The application of the PMT factor to the VMT is performed to account for travel by multiple modes of travel on the transportation system.

Origin & Destination Adjustment Factor

Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single origin trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over-counting, the PMT for all uses has been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double charging for any particular trip.

Travel Demand Schedule

The result of combining trip generation rates, percent of new trips, average trip length, trip reduction factor is a travel demand schedule that establishes the PMT during the average weekday generated by various land uses types per unit of development for Sarasota County. The average trip lengths are based upon the values provided in **Table 19** and trip adjustment factors per the values in **Table 20**. There are several new land use categories that are not included in the existing roadway impact fee schedule. There are also several land uses where the independent variable used to calculate Mobility Fees differs from the independent variable used to calculate Mobility Fee. Those uses include the following:

- Mobile Home / RV Park from per Space to per Unit
- Single family residential units were decreased from 7 categories to 3 based on unit size
- Multi-Family & Townhome from various square footage to per Unit
- Golf Course changed from per Acre to per Hole
- Racquet / Tennis Club changed from per 1,000 Square Feet to per Court
- Movie Theater changed from per 1,000 Square Feet to per Seat
- Bank with drive-thru from per 1,000 Square Feet to per Drive-Thru Lane

There are several land uses that have been modified or combined into other uses. The following are those land uses that have changed:

- Industrial Park, Manufacturing, Light Industrial and Warehousing have been combined into a single category called Warehousing / Manufacturing / Industrial
- Elementary & High School have been replaced by Private School. Public Schools are exempt from Impact Fees, Mobility Fees and Concurrency
- House of Worship has been changed to Place of Assembly and a new category added Place of Assembly with School. This does not include a day care, which would be separate.
- Health Club and Multi-Purpose Recreational Facility have been added as uses
- Shopping Center / Retail have been redefined as Neighborhood Retail, Community Retail, Regional Retail, Variety / General Store, Discount Superstore, Wholesale & Grocery
- Pharmacy with drive-thru, Quick Lube and Car Wash are new uses
- Auto Sales / Repair have been replaced with Car Sales, Auto Repair and Auto Supply
- Convenience Store and Gasoline Station have been combined into Convenience Store / Gas Station per fueling position
- Building Material and Furniture have been removed
- Restaurants are based on presence of drive thru. Restaurant without drive-thru is now included in Neighborhood Retail

The following are new definitions:

Community Retail shall mean retail uses that are between 10,000 square feet and 100,000 square feet in size that are not otherwise specifically included in the Mobility Fee Schedule.

Mixed-use shall mean development within either a multi-story building with at least two different uses such as office, retail or residential on different floors, or development within a Village Center per the 2050 Plan, or a Special Area Plan adopted in the Comprehensive Plan that requires Form Based Code Design; municipalities shall have the option of defining Mixed-Use within their incorporated boundaries subject to an approved inter-local agreement with Sarasota County.

Neighborhood Retail shall mean retail, restaurant without drive-through, banking without drive-through and personal and business services that are less than 10,000 square feet in size and are not otherwise specifically identified in the mobility fee schedule.

Regional Retail shall mean retail uses that are greater than 100,000 square feet in size that are not otherwise specifically included in the Mobility Fee Schedule.

Rural Single Family shall mean a single-family detached unit one acre or greater in size located outside the Urban and Future Urban Service Area Boundary and not located within an existing platted subdivision as of the date of this ordinance or within a 2050 Plan designated Hamlet, Settlement or Village.

Urban Infill shall mean areas within Sarasota County designated on **Map C** that are fully within the Urban Service Area, are largely built out with a mixture of adjacent residential, office and retail uses, have an existing roadway network and are served by existing schools and parks, water and sewer as of the adoption of this ordinance and are located within or in close proximity to an incorporated municipality; municipalities shall have the option of designating Urban Infill areas within their incorporated boundaries subject to an approved inter-local agreement with Sarasota County.

The travel demand schedule for each land use is presented in **Table 22**, below.

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Table 22. Travel Demand Summary	Trip Gen Rate	% New Trips	Trip Length	Length Adjusted Factor	Adjusted Trip Length
Residential Per Dwelling Unit					
Single Family					
Less than 1,500 sq. ft.	7.69	1.00	3.40	1.00	3.40
1,500 - 3,500 sq. ft.	10.10	1.00	3.40	1.00	3.40
Greater than 3,500 sq. ft.	11.50	1.00	3.40	1.00	3.40
Rural Single Family	9.28	1.00	5.62	1.00	5.62
Townhome / Condo / Urban Flat	6.65	1.00	3.40	1.00	3.40
Townhome	5.81	1.00	3.40	1.00	3.40
Mobile Home / RV	4.99	1.00	3.40	1.00	3.40
Adult Congregate Living Facility	2.36	1.00	3.40	1.00	3.40
Recreation / Entertainment per specific unit of measure					
Marina per Berth	2.96	0.70	4.30	0.80	2.29
Golf Course per Hole	35.74	0.50	4.30	0.60	2.58
Multipurpose Recreational Facility per Acre	30.13	0.50	4.30	0.80	3.44
Movie Theater per Seat	1.50	0.50	4.30	0.80	3.44
Racquet/Tennis Club per Court	34.87	0.50	4.30	0.60	2.58
Health/Fitness/Athletic Club per 1,000 FT ²	37.97	0.50	4.30	0.60	2.58
Recreational Community Center per 1,000 FT ²	33.83	0.50	4.30	0.60	2.58
Institutional per 1,000 FT²					
Private School (K-12)	14.03	0.50	2.50	0.60	1.50
Place of Assembly	9.11	0.90	2.50	0.60	1.50
Place of Assembly with Private School (K-12)	23.14	0.70	2.50	0.60	1.50
Day Care Center	74.06	0.40	2.50	0.40	1.00
Hospitals	13.22	0.80	2.50	1.00	2.50
Nursing Home	7.60	0.90	2.80	0.60	1.68

Table 22. Travel Demand Summary	Trip Gen Rate	% New Trips	Trip Length	Length Adjusted Factor	Adjusted Trip Length
Office per 1,000 FT²					
Office / Medical / Dental / Research	10.44	0.80	4.70	0.80	3.76
Industrial Buildings per 1,000 FT²					
Warehousing / Manufacturing / Industrial	3.40	0.90	4.70	1.00	4.70
Mini-Warehousing	2.50	0.80	2.80	0.80	2.24
General Commercial Retail per 1,000 FT²					
Neighborhood Retail (less than 10,000 FT ²)	44.32	0.40	2.60	0.60	1.56
Community Retail (10,000 FT ² to 100,000 FT ²)	49.97	0.50	2.60	0.80	2.08
Regional Retail (greater than 100,000 FT ²)	43.56	0.60	2.60	1.00	2.60
Variety / Dollar Store	64.03	0.60	2.60	0.60	1.56
Discount Superstore with Grocery	50.75	0.70	2.60	1.00	2.60
Wholesale / Discount Club - Membership	41.80	0.70	2.60	1.00	2.60
Grocery Store	96.55	0.50	2.60	0.60	1.56
Pharmacy with Drive-Thru	93.49	0.40	2.60	0.60	1.56
Restaurant with Drive-Thru	311.64	0.40	2.60	0.40	1.04
Car Sales	32.30	0.60	2.80	0.80	2.24
Auto Parts Store	61.91	0.60	2.60	0.60	1.56
Tire & Auto Repair	23.72	0.60	2.80	0.60	1.68
Non-Residential per specific unit of measure					
Hotel / Lodging per Room	6.72	0.90	3.40	0.80	2.72
Bank/Savings with Drive-Thru per Drive-Thru Lane	139.25	0.40	2.80	0.40	1.12
Convenience Market / Gas Station per Fuel Position	352.00	0.40	2.80	0.40	1.12
Quick Lube Vehicle Service per Bay	40.00	0.40	2.80	0.40	1.12
Car Wash per Stall	108.00	0.40	2.80	0.40	1.12

Person Miles of Travel per Land Use

The PMT factor is applied to the VMT per land use to derive a PMT per land use. The PMT for land uses in Mixed-Use Developments and Urban Infill areas reflect a 25% reduction in trip generation rates due to the application of internal and community capture. The PMT for land uses in Urban Infill areas is further reduced due to travel length adjustment factors. The Person Miles of Travel per Land Use illustrated in **Table 23**.

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Table 23. Person Miles of Travel (PMT) Rate per Land Use	PMT Rate Mobility Fee	PMT Rate Mixed-Use	PMT Rate Urban Infill
Residential Per Dwelling Unit			
Single Family			
Less than 1,500 sq. ft.	33.99	25.49	17.84
1,500 - 3,500 sq. ft.	44.66	33.49	23.44
Greater than 3,500 sq. ft.	50.83	38.12	26.69
Rural Single Family	67.77	50.82	35.58
Multi-Family	29.39	22.04	15.43
Townhome / Condo / Urban Flat	25.68	19.26	13.48
Mobile Home / RV	22.06	16.54	11.58
Adult Congregate Living Facility	10.43	7.82	5.48
Recreation / Entertainment per specific unit of measure			
Marina per Berth	6.17	4.63	3.24
Golf Course per Hole	59.94	44.95	31.47
Multipurpose Recreational Facility per Acre	67.36	50.52	35.37
Movie Theater per Seat	3.35	2.52	1.76
Racquet/Tennis Club per Court	58.48	43.86	30.70
Health/Fitness/Athletic Club per 1,000 FT ²	63.67	47.75	33.43
Recreational Community Center per 1,000 FT ²	56.73	42.55	29.78
Institutional per 1,000 FT²			
Private School (K-12)	13.68	10.26	7.18
Place of Assembly	15.99	11.99	8.39
Place of Assembly with Private School (K-12)	31.59	23.69	16.58
Day Care Center	38.51	28.88	20.22
Hospitals	34.37	25.78	18.05
Nursing Home	14.94	11.20	7.84

Table 23. Person Miles of Travel (PMT) Rate per Land Use	PMT Rate Mobility Fee	PMT Rate Mixed-Use	PMT Rate Urban Infill
Office per 1,000 FT²			
Office / Medical / Dental / Research	40.82	30.61	21.43
Industrial Buildings per 1,000 FT²			
Warehousing / Manufacturing / Industrial	18.72	14.04	9.83
Mini-Warehousing	5.82	4.37	3.06
General Commercial Retail per 1,000 FT²			
Neighborhood Retail (less than 10,000 FT ²)	35.95	26.96	18.88
Community Retail (10,000 FT ² to 100,000 FT ²)	67.56	50.67	35.47
Regional Retail (greater than 100,000 FT ²)	88.34	66.25	46.38
Variety / Dollar Store	77.91	58.43	40.90
Discount Superstore with Grocery	120.07	90.06	63.04
Wholesale / Discount Club - Membership	98.90	74.17	51.92
Grocery Store	97.90	73.43	51.40
Pharmacy with Drive-Thru	75.84	56.88	39.81
Restaurant with Drive-Thru	168.53	126.40	88.48
Car Sales	56.43	42.33	29.63
Auto Parts Store	75.33	56.50	39.55
Tire & Auto Repair	31.08	23.31	16.32
Non-Residential per specific unit of measure			
Hotel / Lodging per Room	21.39	16.04	11.23
Bank/Savings with Drive-Thru per Drive-Thru Lane	81.10	60.82	42.58
Convenience Market / Gas Station per Fuel Position	205.00	153.75	107.63
Quick Lube Vehicle Service per Bay	23.30	17.47	12.23
Car Wash per Stall	62.90	47.17	33.02

MOBILITY FEE SCHEDULE

The Mobility Fee for land uses is based on the PMT Rate established in **Table 9** minus the per unit PMT Credit in **Table 14** multiplied by the PMT Rate per land use from **Table 23**. The formula below is utilized to determine the Mobility Fee per land use (Figure 5):

Figure 5. Mobility Fee Formula

$$\text{Mobility Fee}_{\text{per land use}} = (\text{PMT}_{\text{rate}} - \text{PMT}_{\text{credit}}) * (\text{PMT}_{\text{per land use}} / 2)$$

The mobility fee schedule is divided into three subcategories: (1) mobility fee, (2) mixed-use, and (3) urban infill are shown in **Table 24**. The mobility fee category will be a fully calculated fee with no adjustments for internal capture or reduced trip lengths and will apply to areas outside of designated urban infill areas. The mixed-use category will reflect a 25% reduction in trips due to an internal capture reduction factor. The urban infill category will reflect a 25% reduction in trips due to community capture and will also factor in further reduced trip lengths.

For comparative purposes, the mobility fee schedule also includes the fully calculated 2013 roadway impact fee and the currently adopted roadway impact fee rates. There have been a number of changes to the land use categories. The comparative rates are those that most closely compare to the new proposed land uses. For the majority of land uses, the Mobility Fee rate is slightly less than the fully calculated 2013 roadway impact fee. For several new uses, the calculated Mobility Fee is less than the currently adopted impact fee rates. The Mixed-Use Mobility Fee is less than the fully calculated 2013 roadway impact fee and is on average higher than the current adopted rates. The Urban Infill Mobility Fee for the vast majority of land uses is less than the currently adopted roadway impact fee rates.

Table 24. Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee	2013 Full Impact Fee Rate	Adopted Impact Fee Rate
Residential Per Dwelling Unit					
Single Family					
Less than 1,500 sq. ft.	\$3,603	\$2,703	\$1,892	\$3,808	\$1,994
1,500 - 3,500 sq. ft.	\$4,734	\$3,551	\$2,485	\$4,935	\$2,585
Greater than 3,500 sq. ft.	\$5,389	\$4,042	\$2,829	\$5,512	\$2,887
Rural Single Family	\$7,184	N/A	N/A	N/A	N/A
Multi-Family	\$3,116	\$2,337	\$1,636	\$4,216	\$2,208
Townhome / Condo / Urban Flat	\$2,722	\$2,042	\$1,429	\$4,541	\$2,379
Mobile Home / RV	\$2,338	N/A	N/A	\$2,719	\$1,427
Adult Congregate Living Facility	\$1,106	\$829	\$581	\$1,101	\$576
Recreation / Entertainment per specific unit of measure					
Marina per Berth	\$654	\$490	\$343	\$894	\$487
Golf Course per Hole	\$6,354	\$4,766	\$3,336	\$1,523	\$830
Multipurpose Recreational Facility per Acre	\$7,142	\$5,356	\$3,749	\$8,947	\$3,769
Movie Theater per Seat	\$356	\$267	\$187	\$12,962	\$5,659
Racquet/Tennis Club per Court	\$6,199	\$4,650	\$3,255	\$8,947	\$3,769
Health/Fitness/Athletic Club per 1,000 FT ²	\$6,750	\$5,062	\$3,544	\$8,947	\$3,769
Recreational Community Center per 1,000 FT ²	\$6,015	\$4,511	\$3,158	\$8,947	\$3,769
Institutional per 1,000 FT²					
Private School (K-12)	\$1,450	\$1,088	\$761	\$3,666	\$2,166
Place of Assembly	\$1,695	\$1,271	\$890	\$3,104	\$1,877
Place of Assembly with Private School (K-12)	\$3,349	\$2,511	\$1,758	\$6,770	\$4,043
Day Care Center	\$4,083	\$3,062	\$2,143	\$6,053	\$3,955
Hospitals	\$3,644	\$2,733	\$1,913	\$4,995	\$4,815
Nursing Home	\$1,584	\$1,188	\$831	\$2,871	\$1,670

Table 24. Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee	2013 Full Impact Fee Rate	Adopted Impact Fee Rate
Office per 1,000 FT²					
Office / Medical / Dental / Research	\$4,327	\$3,245	\$2,272	\$5,768	\$3,004
Industrial Buildings per 1,000 FT²					
Warehousing / Manufacturing / Industrial	\$1,984	\$1,488	\$1,042	\$2,580	\$1,497
Mini-Warehousing	\$617	\$463	\$324	\$946	\$515
General Commercial Retail per 1,000 FT²					
Neighborhood Retail (less than 10,000 FT ²)	\$3,811	\$2,859	\$2,001	\$10,780	\$5,659
Community Retail (10,000 FT ² to 100,000 FT ²)	\$7,162	\$5,372	\$3,760	\$10,780	\$5,659
Regional Retail (greater than 100,000 FT ²)	\$9,365	\$7,024	\$4,917	\$10,780	\$5,659
Variety / Dollar Store	\$8,260	\$6,195	\$4,336	\$10,780	\$5,659
Discount Superstore with Grocery	\$12,730	\$9,547	\$6,683	\$10,780	\$5,659
Wholesale / Discount Club - Membership	\$10,485	\$7,864	\$5,504	\$10,780	\$5,659
Grocery Store	\$10,379	\$7,784	\$5,449	\$10,780	\$5,659
Pharmacy with Drive-Thru	\$8,040	\$6,030	\$4,221	\$10,780	\$5,659
Restaurant with Drive-Thru	\$17,867	\$13,400	\$9,380	\$26,093	\$13,621
Car Sales	\$5,983	\$4,487	\$3,141	\$4,984	\$2,685
Auto Parts Store	\$7,986	\$5,990	\$4,193	\$12,669	\$6,612
Tire & Auto Repair	\$3,295	\$2,471	\$1,730	\$4,984	\$2,685
Non-Residential per specific unit of measure					
Hotel / Lodging per Room	\$2,267	\$1,700	\$1,190	\$1,931	\$1,026
Bank/Savings with Drive-Thru per Drive-Thru Lane	\$8,598	\$6,448	\$4,514	\$7,013	\$6,091
Convenience Market / Gas Station per Fuel Position	\$21,733	\$16,300	\$11,410	\$20,701	\$10,806
Quick Lube Vehicle Service per Bay	\$2,470	\$1,852	\$1,297	\$4,984	\$2,685
Car Wash per Stall	\$6,668	\$5,001	\$3,501	\$4,984	\$2,685

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MOBILITY FEE SERVICE AREAS AND DISTRICTS

There are two kinds of geographic areas in mobility fee systems: service areas and mobility fee districts. A service area, also sometimes called an assessment district, is an area that is served by a defined group of capital facilities and is subject to a uniform mobility fee schedule. A mobility fee district is an area within which mobility fees collected are earmarked for expenditure. The mobility fee service areas would be assessed in the unincorporated area of Sarasota County. The Town of Longboat Key, City of Venice and City of North Port have all expressed interest in being part of the County's Mobility Plan and Fee. The Mobility Fee is structured to incorporate the municipalities if they elect to join in with the County via an Interlocal Agreement. The County would use a single mobility fee schedule broken down into three subcategories that would apply uniformly throughout the unincorporated area and within incorporated areas that opt to enter into an Interlocal Agreement. The mobility fee covers development within and outside the adopted Urban Service Area. Agricultural uses and large lots residential uses are permitted outside the Countryside Line in accordance with 2050 Plan provisions. Land Uses other than agriculture and large lot residential would require an amendment to the Comprehensive Plan Land Use Map. The mobility fee does not specifically cover non-residential land uses or residential uses other than low density large lot uses outside the Countryside Line. The Mobility Fee would need to be amended to recognize additional land uses outside the Countryside Line other than what is approved in the currently adopted Comprehensive Plan.

The County's mobility fee service area is divided into three mobility fee districts as illustrated on **Map B**. The first Mobility Fee benefit district would be located north of Clark Road, the second would be located between Clark Road and the northern boundaries of the Cities of Venice and North Port and the third would be areas south of the northern boundaries of the Cities of Venice and North Port. While travel occurs throughout the County, the three districts represent typical daily travel sheds for most non-work based trips. Mobility fees collected in each district must be spent on transportation capacity projects within the district in which they are collected. Establishing the districts ensures the second prong of the dual rational nexus test is met by clearly defining where funds are collected and where they are expended.

CONCLUSION

The Mobility Plan identifies future corridors that will serve travel demand as the community continues to grow. As the County begins the process of updating its Comprehensive Plan, the Mobility Plan lays the foundation for further integrating land use and transportation and planning an expanded transportation network that will serve the mobility needs of a growing and prosperous community. Mobility Fees are intended to be a streamlined, equitable replacement of transportation concurrency, proportionate share and roadway impact fees. The Mobility Fee will provide the County and municipalities that opt-in to the Mobility Fee with increased flexibility to fund bicycle, pedestrian, transit and vehicular capacity projects. The Mobility Fee is also structured to encourage mixed-use development and infill and redevelopment in urbanized areas of the County. The Mobility Fees are one of multiple revenue sources that will be utilized to fund multimodal transportation improvements consistent with the Mobility Plan.

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Appendix A.

2009 National Household Travel Survey Person Miles of Travel



3.0 HOUSEHOLD TRAVEL

Overall, the decreases in person travel shown in Table 3 were indicated in household-generated travel. Table 5 shows the trends in person trips and person miles of travel (PMT) by purpose. While most estimates are statistically the same as in 2001, important exceptions include the significant decrease in person miles, person trips, and average person trip length for family and personal business (errands), and the decrease in person trips per household and average person trip length for shopping. Another significant change is the number of person trips per household to and from work; although the total PMT and average trip length to work have not changed (the 2001 estimate is within the margin of error of the 2009 estimate).

Table 5. Average Annual PMT, Person Trips and Trip Length by Trip Purpose 1969, 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

Trip Purpose	1983	1990	1995	2001	2009	95% CI
Average Annual PMT per Household						
All Purposes	22,802	30,316	34,459	35,244	33,004	1,235.1
To/From Work	4,586	5,637	7,740	6,706	6,256	170.1
Work Related Business	1,354	1,043	1,987	2,987	2,078	247.2
Shopping	2,567	3,343	4,659	4,887	4,620	181.4
Other Family/Personal Errands	3,311	7,167	7,381	6,671	5,134	222.8
School/Church	1,522	1,599	1,973	2,060	2,049	123.0
Social and Recreational	8,964	11,308	10,571	10,586	9,989	585.8
Other	500	214	131	1,216	2,878	864.6
Average Annual Person Trips per Household						
All Purposes	2,628	3,262	3,828	3,581	3,466	31.8
To/From Work	537	539	676	565	541	7.9
Work Related Business	62	38	100	109	106	7.4
Shopping	474	630	775	707	725	14.6
Other Family/Personal Errands	456	854	981	863	748	13.9
School/Church	310	304	337	351	333	9.8
Social and Recreational	728	874	953	952	952	14.1
Other	61	22	6	30	61	4.1
Average Person Trip Length (miles)						
All Purposes	8.7	9.5	9.1	10.0	9.7	0.4
To/From Work	8.5	10.7	11.6	12.1	11.8	0.3
Work Related Business	21.8	28.2	20.3	28.3	20.0	2.0
Shopping	5.4	5.4	6.1	7.0	6.5	0.2
Other Family/Personal Errands	7.3	8.6	7.6	7.8	7.0	0.3
School/Church	4.9	5.4	6.0	6.0	6.3	0.3
Social and Recreational	12.3	13.2	11.3	11.4	10.7	0.6
Other	8.2	10.3	22.8	43.1	51.5	14.5

Note:

- Average person trip length is calculated using only those records with trip mileage information present.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- 1995 Vehicle Miles of Travel (VMT) and vehicle trips with "To or From Work" as a trip purpose is believed to be overstated.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- PMT is Person Miles of Travel. CI is Confidence Interval.

Appendix B.

2013 FDOT Generalized LOS Tables

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways						Present in Both Directions					
						+ 20,000					
Median & Turn Lane Adjustments						Ramp Metering					
						+ 5%					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		UNINTERRUPTED FLOW HIGHWAYS					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	8,600	17,000	24,200	33,300
Multi	Undivided	Yes	No	-5%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	No	No	-25%		6	Divided	55,000	77,700	98,300	108,800
—	—	—	Yes	+ 5%		Uninterrupted Flow Highway Adjustments					
One-Way Facility Adjustment						Lanes	Median	Exclusive left lanes	Adjustment factors		
Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Paved Shoulder/Bicycle						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
Lane Coverage	B	C	D	E		* Cannot be achieved using table input value defaults.					
0-49%	*	2,900	7,600	19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		Source:					
85-100%	9,300	19,700	>19,700	**		Florida Department of Transportation					
PEDESTRIAN MODE²						Systems Planning Office					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Appendix C.

2009 National Household Travel Survey Travel Length



The trends data indicate that the *per capita* growth in travel that the U.S. experienced over the last four decades may be slowing. Statistically, of the ten major travel indicators shown in Table 3, in 2009 seven estimates were lower than the same estimate in 2001 estimates and the remainder are statistically the same (within the confidence interval).

Importantly, all of the travel estimates related to households are slightly lower in 2009 than 2001--including person and vehicle trips and the average daily person and vehicle miles generated by U.S. households. The longstanding decline in household size continued between 2001 and 2009. In addition, the average number of vehicle trips and vehicle miles of travel per driver are significantly lower than the 2001 estimate. The data shows both average person trip length and average vehicle trip length to be about the same as in 2001 (that is, within the confidence interval).

Table 3. Summary of Travel Statistics
1969, 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

	1969	1977	1983	1990	1995	2001	2009	95% CI
Per Person								
Daily Person Trips	2.02	2.92	2.89	3.76	4.30	3.74	3.79	0.03
Daily PMT	19.51	25.95	25.05	34.91	38.67	36.89	36.13	1.35
Per Driver								
Daily Vehicle Trips	2.32	2.34	2.36	3.26	3.57	3.35	3.02	0.03
Daily VMT	20.64	19.49	18.68	28.49	32.14	32.73	28.97	0.71
Per Household								
Daily Person Trips	6.36	7.69	7.20	8.94	10.49	9.66	9.50	0.09
Daily PMT	61.55	68.27	62.47	83.06	94.41	95.24	90.42	3.38
Daily Vehicle Trips	3.83	3.95	4.07	5.69	6.36	5.95	5.66	0.06
Daily VMT	34.01	32.97	32.16	49.76	57.25	58.05	54.38	1.34
Per Trip								
Average person trip length (miles)	9.67	8.87	8.68	9.47	9.13	10.04	9.75	0.36
Average vehicle trip length (miles)	8.89	8.34	7.90	8.85	9.06	9.87	9.72	0.22

Note:

- Average trip length is calculated using only those records with trip mileage information present.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- PMT is Person Miles of Travel. VMT is Vehicle Miles of Travel. CI is Confidence Interval. NPTS is Nationwide Personal Transportation Survey.

Appendix D.

Sarasota County Traffic Data Report

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Lockwood Ridge Road	17th	12th	City/Sar	Collector	2	35	0.25	10,400	11,322	2,831	2,600
Lockwood Ridge Road	12th	Fruitville	City/Sar	Collector	2	35	0.75	14,200	8,759	6,569	10,650
17th Street	U.S. 301	N East Ave	City/Sar	Minor Arterial	4	35	0.12	16,400	15,069	1,808	1,968
Bahia Vista Street	U.S. 41	Shade	City/Sar	Minor Arterial	2	35	0.50	10,400	16,496	8,248	5,200
Bahia Vista Street	Shade	Euclid	City/Sar	Minor Arterial	2	35	0.25	10,400	17,440	4,360	2,600
Bahia Vista Street	Euclid	Tuttle	City/Sar	Minor Arterial	2	35	0.25	10,400	18,347	4,587	2,600
Tuttle Avenue	12th	8th St	City/Sar	Minor Arterial	4	40	0.40	25,400	21,657	8,663	10,160
Tuttle Avenue	8th St	Fruitville	City/Sar	Minor Arterial	4	40	0.40	25,400	22,810	9,124	10,160
Tuttle Avenue	Fruitville	Ringling	City/Sar	Minor Arterial	4	40	0.10	16,400	29,780	2,978	1,640
Tuttle Avenue	Ringling	Browning St	City/Sar	Minor Arterial	4	40	0.65	30,000	29,780	19,357	19,500
Tuttle Avenue	Browning St	Bahia Vista	City/Sar	Minor Arterial	4	40	0.25	25,400	27,520	6,880	6,350
Ortiz Boulevard	DeLeon	U.S. 41	Co./NPt	Collector	2	30	0.90	12,200	1,524	1,372	10,980
De Leon Drive	Ortiz	U.S. 41	Co./NPt	Collector	2	30	1.30	13,000	460	598	16,900
Beneva Road	17th	12th	Co./Sar	Major Arterial	4	40	0.26	25,400	16,456	4,279	6,604
Beneva Road	12th	Sarasota Commons	Co./Sar	Major Arterial	4	40	0.27	25,400	21,344	5,763	6,858
Beneva Road	Sarasota Commons	Circus	Co./Sar	Major Arterial	4	40	0.24	25,400	19,189	4,605	6,096
Beneva Road	Circus	Fruitville	Co./Sar	Major Arterial	4	40	0.26	25,400	23,614	6,140	6,604
17th Street	N East Ave	N Lime Ave	Co./Sar	Minor Arterial	4	35	0.26	24,800	15,069	3,918	6,448
Tuttle Avenue	17th	12th	Co./Sar	Minor Arterial	4	40	0.25	25,400	19,397	4,849	6,350
Tuttle Avenue	Bahia Vista	Hyde	Co./Sar	Minor Arterial	4	40	0.50	25,400	27,190	13,595	12,700
Albee Farm Road	Colonia	Lucaya	Co./Ven	Collector	4	40	0.80	31,800	9,126	7,301	25,440
Avenida del Circo	Airport Ave	U.S. 41	Co./Ven	Collector	2	25	0.30	6,600	3,204	961	1,980
Capri Isles Boulevard	Venice	Border	Co./Ven	Collector	2	30	1.70	14,000	4,670	7,939	23,800
Harbor Drive	Venice Ave	Beach Rd	Co./Ven	Collector	2	30	1.40	13,000	3,764	5,270	18,200
Harbor Drive	Beach Rd	South of Beach Rd	Co./Ven	Collector	2	30	1.70	14,000	6,657	11,317	23,800
Hatchet Creek Boulevard	Pinebrook Rd	Jacaranda Blvd	Co./Ven	Collector	2	25	1.76	12,800	2,576	4,534	22,528
Venice Avenue	Bus. U.S. 41	Grove	Co./Ven	Collector	4	30	0.75	25,200	14,039	10,529	18,900
Venice Avenue	Grove	U.S. 41 By Pass	Co./Ven	Collector	4	30	0.75	22,400	14,039	10,529	16,800
Venice Avenue	U.S. 41 By Pass	Cherry St	Co./Ven	Collector	4	35	0.80	31,400	17,356	13,885	25,120
Park Boulevard	Bayshore	Venice	Co./Ven	Local	2	25	0.55	10,600	280	154	5,830
Park Boulevard	Venice	Gulf	Co./Ven	Local	2	25	0.70	10,600	398	279	7,420
Pinebrook Road	Edmondson	Venice	Co./Ven	Major Arterial	2	25	1.60	13,600	6,506	10,410	21,760
Pinebrook Road	Venice	Center	Co./Ven	Major Arterial	2	25	1.48	12,800	8,989	13,304	18,944
27th Street/Dr MLK Jr Way	U.S. 301	Newtown Blvd	County	Collector	2	35	0.39	10,400	6,880	2,683	4,056
27th Street/Dr MLK Jr Way	Newtown Blvd	Tuttle	County	Collector	2	35	0.63	14,200	5,879	3,704	8,946
27th Street/Dr MLK Jr Way	Tuttle	Lockwood Ridge	County	Collector	2	35	0.50	10,400	5,091	2,546	5,200
Albee Farm Road	Laurel	Edmondson	County	Collector	4	40	1.00	31,800	6,519	6,519	31,800
Albee Farm Road	Edmondson	Colonia	County	Collector	4	40	0.25	25,400	7,971	1,993	6,350
Albee Farm Road	Lucaya	U.S. 41	County	Collector	4	40	0.30	16,400	8,089	2,427	4,920

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Albee Road	Casey Key	U.S. 41	County	Collector	2	30	1.10	13,000	5,536	6,090	14,300
Ashton Road	Sawyer	McIntosh	County	Collector	2	35	0.51	8,000	2,838	1,447	4,080
Ashton Road	McIntosh	Honore	County	Collector	2	35	1.01	12,200	3,086	3,117	12,322
Ashton Road	Honore	Gantt	County	Collector	2	35	0.51	8,000	3,092	1,577	4,080
Auburn Road	Border	Venice	County	Collector	2	35	1.55	14,000	1,952	3,026	21,700
Beach Road	Ocean	Midnight Pass	County	Collector	2	35	1.20	13,000	7,894	9,473	15,600
Blackburn Pt. Road	Casey Key	U.S. 41	County	Collector	2	30	1.00	12,200	2,732	2,732	12,200
Border Road	Auburn	Jacaranda	County	Collector	2	30	1.00	12,200	2,278	2,278	12,200
Border Road	Jacaranda	Jackson	County	Collector	2	45	1.52	14,000	1,212	1,842	21,280
Border Road	Jackson	South Moon Dr	County	Collector	2	45	1.15	13,000	1,212	1,394	14,950
Casey Key Road	Blackburn Pt. Rd	Albee Rd	County	Collector	2	25	4.25	13,600	992	4,216	57,800
Casey Key Road	Albee	End	County	Collector	2	25	0.80	12,000	1,904	1,523	9,600
Colonia Lane	U.S. 41	Albee Farm Rd	County	Collector	2	30	1.10	13,000	4,830	5,313	14,300
Dearborn Street	Old Englewood Rd	S.R. 776	County	Collector	2	30	0.80	12,200	4,645	3,716	9,760
Dearborn Street	S.R. 776	Pine Street	County	Collector	4	40	1.00	31,800	9,467	9,467	31,800
Gantt Road	Proctor	Ashton	County	Collector	2	35	0.50	8,000	8,568	4,284	4,000
Gantt Road	Ashton	Clark	County	Collector	2	35	0.50	8,000	9,056	4,528	4,000
Gulf Gate Drive	U.S. 41	Gateway Ave	County	Collector	4	30	0.29	16,400	7,287	2,113	4,756
Gulf Gate Drive	Gateway	Markridge	County	Collector	2	30	0.58	11,200	5,345	3,100	6,496
Gulf Gate Drive	Markridge	Bispham	County	Collector	2	30	0.17	8,000	5,345	909	1,360
Gulf Gate Drive	Bispham	Curtiss	County	Collector	2	30	0.44	8,000	5,448	2,397	3,520
Gulf Gate Drive	Curtiss	Beneva	County	Collector	2	30	0.11	8,000	5,448	599	880
Higel Ave/Treasure Boat	Midnight Pass Rd	Ocean	County	Collector	2	35	0.12	11,200	1,637	196	1,344
Jackson Road	Border	Venice	County	Collector	2	40	1.60	8,800	837	1,339	14,080
Jackson Road	Venice	Hughey Kimal Drive	County	Collector	2	30	0.41	8,800	246	101	3,608
Jackson Road	Hughey Kimal Drive	Center Road	County	Collector	2	30	1.10	8,800	1,799	1,979	9,680
Lockwood Ridge Road	University	61st	County	Collector	4	45	0.13	16,400	22,160	2,881	2,132
Lockwood Ridge Road	61st	Desoto	County	Collector	4	45	0.37	25,400	21,571	7,981	9,398
Lockwood Ridge Road	Desoto	Gocio	County	Collector	4	45	1.25	33,600	23,365	29,206	42,000
Lockwood Ridge Road	Gocio	27th/MLK	County	Collector	4	45	0.25	25,400	24,382	6,096	6,350
Lockwood Ridge Road	27th/MLK	17th	County	Collector	4	45	0.50	25,400	24,481	12,241	12,700
Lockwood Ridge Road	Webber	Bee Ridge	County	Collector	2	35	0.65	14,200	1,918	1,247	9,230
Lockwood Ridge Road	Bee Ridge	Wilkinson	County	Collector	2	30	0.50	8,000	2,436	1,218	4,000
Lockwood Ridge Road	Ashton	Clark	County	Collector	2	35	0.50	10,400	2,585	1,293	5,200
Lockwood Ridge Road	Clark	Markridge	County	Collector	2	35	0.90	15,600	2,006	1,805	14,040
Manasota Beach Road	S.R. 776	Manasota Key Rd.	County	Collector	2	40	1.80	18,000	3,848	6,926	32,400
Manasota Key Road	Manasota Bch. Rd.	Co. Line	County	Collector	2	30	5.10	14,000	1,488	7,589	71,400
Midnight Pass Road	Stickney Pt.	South of Stickney Pt.	County	Collector	2	40	3.00	18,000	6,692	20,076	54,000
Myrtle Street	Old Bradenton	U.S. 301	County	Collector	2	35	0.95	12,200	8,165	7,757	11,590
Myrtle Street	U.S. 301	Tuttle Av	County	Collector	2	35	1.07	13,000	5,045	5,398	13,910
Ocean Boulevard	Higel	Beach	County	Collector	2	25	2.40	13,600	7,206	17,294	32,640
Myakka Road	Fruitville Rd	Myakka Park	County	Collector	2	40	3.70	8,800	1,782	6,593	32,560
Old Venice Road	Bay	U.S. 41	County	Collector	2	40	1.15	17,000	2,131	2,451	19,550
Palmer Boulevard	Honore	Cattlemen	County	Collector	2	35	0.75	13,000	5,261	3,946	9,750

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Palmer Boulevard	Cattlemen	Packinghouse	County	Collector	2	35	0.10	8,000	4,729	473	800
Palmer Boulevard	Packinghouse	Porter	County	Collector	2	35	0.19	8,000	15,064	2,862	1,520
Palmer Boulevard	Porter	Apex	County	Collector	2	35	0.22	8,000	15,064	3,314	1,760
Palmer Boulevard	Apex	Debrecen	County	Collector	2	40	2.45	14,000	7,503	18,382	34,300
Palmer Boulevard	Debrecen	Iona	County	Collector	2	35	0.93	12,200	3,362	3,127	11,346
Palmer Ranch Pkwy	Beneva	McIntosh	County	Collector	2	40	0.65	14,800	4,165	2,707	9,620
Palmer Ranch Pkwy E	McIntosh	Honore	County	Collector	2	35	0.66	14,200	7,010	4,627	9,372
Richardson Road	Honore	N Cattlemen Road	County	Collector	2	40	1.02	12,200	5,326	5,433	12,444
Rockley Boulevard	U.S. 41	Gulf Cart Crossing	County	Collector	4	35	0.76	24,200	3,999	3,039	18,392
Rockley Boulevard	Gulf Cart Crossing	Center Road	County	Collector	4	35	1.21	25,400	3,999	4,839	30,734
Sarasota Square Boulevard	Beneva	Potter Park Drive	County	Collector	4	40	0.43	25,400	11,450	4,924	10,922
Sarasota Square Boulevard	Potter Park Drive	McIntosh	County	Collector	4	40	0.47	25,400	8,535	4,011	11,938
Sawyer Road	Bee Ridge	Helene	County	Collector	2	35	0.25	12,200	5,288	1,322	3,050
Sawyer Road	Helene	Wilkinson	County	Collector	2	35	0.25	12,200	5,288	1,322	3,050
Sawyer Road	Wilkinson	Proctor	County	Collector	2	35	0.50	8,000	7,009	3,505	4,000
Sawyer Road	Proctor	Clark	County	Collector	2	35	1.00	12,200	7,009	7,009	12,200
Shamrock Boulevard	U.S. 41	Banyan	County	Collector	2	30	0.20	8,000	7,239	1,448	1,600
Shamrock Boulevard	Banyan	Center	County	Collector	2	30	1.80	14,000	6,025	10,845	25,200
Shamrock Drive	Baffin	Oriole Rd	County	Collector	2	30	1.80	14,000	1,337	2,407	25,200
Shamrock Drive	Oriole Rd	U.S. 41	County	Collector	2	30	1.70	14,000	5,821	9,896	23,800
South Venice Boulevard	Lemon Bay Drive	U.S. 41	County	Collector	2	30	1.30	13,000	2,460	3,198	16,900
Venice Avenue	Cherry St	Pinebrook	County	Collector	4	35	0.25	24,800	17,495	4,374	6,200
Venice Avenue	Pinebrook	Capri Isles Blvd	County	Collector	4	35	0.25	24,800	16,029	4,007	6,200
Venice Avenue	Capri Isles Blvd	Auburn	County	Collector	4	45	0.75	30,000	14,888	11,166	22,500
Venice Avenue	Auburn	Jacaranda	County	Collector	4	45	1.10	33,600	13,704	15,074	36,960
Venice Avenue	Jacaranda	Jackson	County	Collector	2	45	1.60	18,400	6,254	10,006	29,440
Venice Avenue	Jackson	River Rd	County	Collector	2	45	1.00	8,800	4,120	4,120	8,800
Venice East Boulevard	Center Rd	Gulf Breeze Blvd	County	Collector	4	35	1.40	27,000	4,527	6,338	37,800
Venice East Boulevard	Gulf Breeze Blvd	U.S. 41	County	Collector	4	35	0.80	27,000	4,527	3,622	21,600
Webber Street	U.S. 41	Shade	County	Collector	4	35	0.50	24,800	8,189	4,095	12,400
Webber Street	Shade	Tuttle	County	Collector	4	35	0.50	24,800	10,681	5,341	12,400
Webber Street	Tuttle	Lockwood Ridge	County	Collector	4	35	0.50	24,800	14,065	7,033	12,400
Webber Street	Lockwood Ridge	Beneva	County	Collector	4	35	0.50	24,800	13,402	6,701	12,400
Webber Street	Beneva	RR	County	Collector	4	35	0.50	24,800	13,402	6,701	12,400
Webber Street	RR	McIntosh	County	Collector	4	35	0.40	24,800	13,402	5,361	9,920
Webber Street	McIntosh	Honore	County	Collector	2	40	1.13	18,000	9,905	11,193	20,340
Webber Street	Honore	Cattlemen	County	Collector	2	40	0.76	18,000	7,036	5,347	13,680

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Wilkinson Road	Swift	Beneva	County	Collector	2	35	1.00	12,200	3,990	3,990	12,200
Wilkinson Road	Beneva	MacEachen	County	Collector	2	35	0.15	8,000	4,436	665	1,200
Wilkinson Road	MacEachen	Sawyer	County	Collector	2	35	0.35	8,000	4,216	1,476	2,800
Wilkinson Road	Sawyer	McIntosh	County	Collector	2	35	0.50	8,000	3,797	1,899	4,000
Wilkinson Road	McIntosh	Honore	County	Collector	2	35	1.10	13,000	3,971	4,368	14,300
Wilkinson Road	Honore	Center Gate	County	Collector	2	35	0.15	8,000	3,159	474	1,200
Wilkinson Road	Center Gate	Cattlemen	County	Collector	2	35	0.55	14,000	2,402	1,321	7,700
Coburn Road	Richardson Rd	Fruitville Rd	County	Local	2	30	0.43	8,000	1,773	762	3,440
Siesta Drive	U.S. 41	Shade	County	Local	2	35	0.50	10,400	7,559	3,780	5,200
Siesta Drive	Shade	Tuttle	County	Local	2	35	0.55	11,200	4,387	2,413	6,160
17th Street	Lockwood Ridge	Beneva	County	Major Arterial	4	35	0.52	29,600	22,527	11,714	15,392
Bee Ridge Road	I-75	Mauna Loa	County	Major Arterial	4	45	0.48	25,400	24,738	11,874	12,192
Bee Ridge Road	Mauna Loa	Sarasota Golf Club	County	Major Arterial	4	45	0.30	25,400	17,370	5,211	7,620
Bee Ridge Road	Sarasota Golf Club	Bent Tree	County	Major Arterial	2	45	1.10	17,200	12,712	13,983	18,920
Bee Ridge Road	Bent Tree	Bee Ridge Ext.	County	Major Arterial	2	55	1.05	8,800	7,169	7,527	9,240
Beneva Road	Fruitville	Bahia Vista	County	Major Arterial	4	45	1.00	31,800	24,575	24,575	31,800
Beneva Road	Bahia Vista	Riviera Dr	County	Major Arterial	4	40	0.50	25,400	23,906	11,953	12,700
Beneva Road	Riviera Dr	Webber	County	Major Arterial	4	40	0.50	25,400	23,906	11,953	12,700
Beneva Road	Webber	Bee Ridge	County	Major Arterial	4	40	0.65	30,000	25,801	16,771	19,500
Beneva Road	Bee Ridge	Wilkinson	County	Major Arterial	4	40	0.50	25,400	24,074	12,037	12,700
Beneva Road	Wilkinson	Proctor	County	Major Arterial	4	40	0.50	25,400	25,347	12,674	12,700
Beneva Road	Proctor	Clark	County	Major Arterial	4	40	1.00	31,800	25,024	25,024	31,800
Beneva Road	Clark	Kingston	County	Major Arterial	4	45	0.91	31,800	26,005	23,665	28,938
Beneva Road	Kingston	Gulf Gate	County	Major Arterial	4	45	0.13	25,400	24,600	3,198	3,302
Beneva Road	Gulf Gate	Palmer Ranch Pkwy	County	Major Arterial	4	40	0.20	25,400	25,153	5,031	5,080
Beneva Road	Palmer Ranch Pkwy	Torrey Pines	County	Major Arterial	4	40	0.43	25,400	25,153	10,816	10,922
Beneva Road	Torrey Pines	Lake Point Woods	County	Major Arterial	4	40	0.48	25,400	21,838	10,482	12,192
Beneva Road	Lake Point Woods	Sarasota Square	County	Major Arterial	4	40	0.15	25,400	21,838	3,276	3,810
Beneva Road	Sarasota Square	K-Mart	County	Major Arterial	4	45	0.10	25,400	21,838	2,184	2,540
Beneva Road	K-Mart	U.S. 41	County	Major Arterial	4	40	0.10	25,400	13,990	1,399	2,540
Center Road	U.S. 41 By Pass	Pinebrook	County	Major Arterial	4	35	0.48	24,800	12,791	6,140	11,904
Center Road	Pinebrook	Horse & Chaise Blvd	County	Major Arterial	4	35	0.90	31,400	12,791	11,512	28,260
Center Road	Horse & Chaise Blvd	Shamrock	County	Major Arterial	4	35	0.35	24,800	17,390	6,087	8,680
Center Road	Shamrock	Jacaranda	County	Major Arterial	4	35	0.55	34,800	17,390	9,565	19,140
Center Road	Jacaranda	Venice E Blvd	County	Major Arterial	4	45	0.55	30,000	18,130	9,972	16,500
Center Road	Venice E Blvd	Rockley Blvd	County	Major Arterial	4	45	1.50	33,600	10,059	15,089	50,400
Center Road	Rockley Blvd	River Rd	County	Major Arterial	4	45	1.60	35,400	6,052	9,683	56,640
Old Englewood Road	S.R. 776	Bay Vista Blvd	County	Major Arterial	2	45	0.60	18,400	2,141	1,285	11,040
Old Englewood Road	Bay Vista	Dearborn	County	Major Arterial	2	45	1.60	18,400	1,858	2,973	29,440

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Fruitville	I-75	Coburn S	County	Major Arterial	4	45	0.59	30,000	22,174	13,083	17,700
Fruitville	Coburn S	East Road	County	Major Arterial	4	45	0.62	30,000	22,174	13,748	18,600
Fruitville	East Road	Tatum	County	Major Arterial	4	45	0.64	30,000	19,249	12,319	19,200
Fruitville	Tatum	Sarasota Center Blvd	County	Major Arterial	4	45	0.61	30,000	13,915	8,488	18,300
Fruitville	Sarasota Center Blvd	Dog Kennel Rd	County	Major Arterial	2	55	1.40	18,400	6,605	9,247	25,760
Fruitville	Dog Kennel Rd	Verna Road	County	Major Arterial	2	55	7.10	8,800	5,281	37,495	62,480
Honore Avenue	University	Desoto	County	Major Arterial	2	45	0.50	12,400	14,746	7,373	6,200
Honore Avenue	Desoto	Longmeadow	County	Major Arterial	2	45	0.54	12,400	15,309	8,267	6,696
Honore Avenue	Longmeadow	Taywood	County	Major Arterial	2	30	1.20	13,000	12,587	15,104	15,600
Honore Avenue	Taywood	17th	County	Major Arterial	2	30	0.60	11,200	14,276	8,566	6,720
Honore Avenue	17th	Richardson	County	Major Arterial	2	35	0.55	11,200	19,725	10,849	6,160
Honore Avenue	Richardson	Fruitville	County	Major Arterial	2	35	0.45	8,000	17,742	7,984	3,600
Honore Avenue	Fruitville	Antoinette	County	Major Arterial	2	35	0.29	8,000	12,665	3,673	2,320
Honore Avenue	Antoinette	Sawgrass	County	Major Arterial	2	35	0.09	8,000	12,665	1,140	720
Honore Avenue	Sawgrass	Palmer	County	Major Arterial	2	35	0.39	8,000	12,665	4,939	3,120
Honore Avenue	Palmer	Bahia Vista	County	Major Arterial	2	35	0.34	8,000	9,675	3,290	2,720
Honore Avenue	Bahia Vista	Colonial Oaks	County	Major Arterial	2	30	0.80	12,200	8,284	6,627	9,760
Honore Avenue	Colonial Oaks	Webber	County	Major Arterial	2	30	0.25	8,000	7,952	1,988	2,000
Honore Avenue	Webber	Brookmeade	County	Major Arterial	2	30	0.28	8,000	7,228	2,024	2,240
Honore Avenue	Brookmeade	Bee Ridge	County	Major Arterial	2	30	0.37	8,000	10,228	3,784	2,960
Honore Avenue	Bee Ridge	Wilkinson	County	Major Arterial	2	45	0.50	12,400	10,228	5,114	6,200
Honore Avenue	Wilkinson	Proctor	County	Major Arterial	2	40	0.50	12,400	9,278	4,639	6,200
Honore Avenue	Proctor	Ashton	County	Major Arterial	2	30	0.50	8,000	8,732	4,366	4,000
Honore Avenue	Ashton	Clark	County	Major Arterial	2	30	0.50	8,000	9,158	4,579	4,000
Honore Avenue	Clark	Northridge	County	Major Arterial	4	40	0.25	35,400	15,179	3,795	8,850
Honore Avenue	Northridge	Palmer Ranch Pkwy	County	Major Arterial	4	40	1.30	35,400	15,179	19,733	46,020
Honore Avenue	Palmer Ranch Pkwy	Central Sarasota Pkwy	County	Major Arterial	4	40	1.79	35,400	7,293	13,054	63,366
Honore Avenue	Central Sarasota Pkwy	Aviano Ln	County	Major Arterial	4	40	0.60	30,000	1,032	619	18,000
Honore Avenue	Aviano Ln	SR 681	County	Major Arterial	2	40	2.80	18,400	1,032	2,890	51,520
Jacaranda Boulevard	Border	I-75	County	Major Arterial	2	45	0.80	16,200	2,104	1,683	12,960
Jacaranda Boulevard	I-75	Executive/Commercial	County	Major Arterial	4	45	0.28	25,400	21,213	5,940	7,112
Jacaranda Boulevard	Executive/Commercial	Venice	County	Major Arterial	4	45	0.45	25,400	21,819	9,819	11,430
Jacaranda Boulevard	Venice	Center	County	Major Arterial	4	45	1.50	33,600	24,226	36,339	50,400
Jacaranda Boulevard	Center	Indian Hills Blvd	County	Major Arterial	4	30	0.45	16,400	17,997	8,099	7,380
Jacaranda Boulevard	Indian Hills Blvd	Sklar Dr	County	Major Arterial	4	30	0.55	22,400	17,997	9,898	12,320
Jacaranda Boulevard	Sklar Dr	Woodmere Park	County	Major Arterial	4	30	0.80	24,200	18,844	15,075	19,360
Jacaranda Boulevard	Woodmere Park	U.S. 41	County	Major Arterial	4	30	0.40	16,400	18,844	7,538	6,560
Jacaranda Boulevard	U.S. 41	S.R. 776	County	Major Arterial	4	45	0.75	30,000	18,208	13,656	22,500

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Laurel Road	U.S. 41	Legacy Tr	County	Major Arterial	4	40	0.50	25,400	14,634	7,317	12,700
Laurel Road	Legacy Tr	Mission Valley	County	Major Arterial	4	40	0.25	25,400	14,634	3,659	6,350
Laurel Road	Mission Valley	Albee Farm Rd	County	Major Arterial	4	45	0.80	31,800	13,229	10,583	25,440
Laurel Road	Albee Farm Rd	Pinebrook	County	Major Arterial	4	45	1.00	31,800	13,247	13,247	31,800
Laurel Road	Pinebrook	I-75	County	Major Arterial	4	45	0.50	25,400	15,480	7,740	12,700
Laurel Road	I-75	Knights Trail	County	Major Arterial	4	45	0.50	25,400	14,312	7,156	12,700
Laurel Road	Knights Trail	Citadella Dr	County	Major Arterial	2	45	1.72	18,400	14,312	24,617	31,648
Pine Street	Dearborn	Medical Blvd	County	Major Arterial	2	45	0.80	16,200	9,069	7,255	12,960
Pine Street	Medical Blvd	Co Line	County	Major Arterial	2	45	0.27	12,400	9,069	2,449	3,348
Pinebrook Road	Laurel	Edmondson	County	Major Arterial	4	40	1.00	24,200	7,551	7,551	24,200
River Road (north)	I-75	Venice Ave.	County	Major Arterial	2	55	0.80	16,200	12,118	9,694	12,960
River Road (north)	Venice Ave.	Center	County	Major Arterial	2	55	1.65	18,400	13,862	22,872	30,360
River Road (north)	Center	West Villages Pkwy	County	Major Arterial	2	55	1.50	17,200	16,176	24,264	25,800
River Road (north)	West Villages Pkwy	U.S. 41	County	Major Arterial	2	55	1.65	18,400	16,176	26,690	30,360
River Road (south)	U.S. 41	East River Road	County	Major Arterial	2	55	1.70	18,400	11,085	18,845	31,280
River Road (south)	East River Road	Winchester	County	Major Arterial	2	55	2.65	18,400	11,085	29,375	48,760
River Road (south)	Winchester	Pine St	County	Major Arterial	2	55	2.40	18,400	6,587	15,809	44,160
University Parkway	U.S.41	Airport Entrance	County	Major Arterial	4	45	0.26	25,400	17,308	4,500	6,604
University Parkway	Airport Entrance	Old Bradenton Rd	County	Major Arterial	4	45	0.35	25,400	20,512	7,179	8,890
University Parkway	Old Bradenton Rd	Desoto	County	Major Arterial	4	45	0.18	25,400	23,898	4,302	4,572
University Parkway	Desoto	West University Pkwy	County	Major Arterial	4	45	0.61	30,000	21,510	13,121	18,300
University Parkway	West University Pkwy	U.S. 301	County	Major Arterial	4	45	0.33	25,400	27,071	8,933	8,382
University Parkway	U.S. 301	Tuttle Av	County	Major Arterial	6	50	1.1	48,200	36,521	40,173	53,020
University Parkway	Tuttle Av	Lockwood Ridge	County	Major Arterial	6	50	0.5	37,400	40,144	20,072	18,700
University Parkway	Lockwood Ridge	Conservatory	County	Major Arterial	6	50	0.59	43,600	44,356	26,170	25,724
University Parkway	Conservatory	Whitfield	County	Major Arterial	6	50	0.57	43,600	44,435	25,328	24,852
University Parkway	Whitfield	Longwood Run Blvd	County	Major Arterial	6	50	0.47	37,400	45,282	21,283	17,578
University Parkway	Longwood Run Blvd	Medici	County	Major Arterial	6	50	0.40	37,400	47,918	19,167	14,960
University Parkway	Medici	Honore	County	Major Arterial	6	50	0.33	37,400	48,888	16,133	12,342
University Parkway	Honore	Cooper Creek	County	Major Arterial	6	50	0.35	37,400	51,414	17,995	13,090
University Parkway	Cooper Creek	I-75	County	Major Arterial	6	50	0.50	37,400	59,810	29,905	18,700
Verna Road	Co Line	Fruitville	County	Major Arterial	2	55	3.50	8,800	1,702	5,957	30,800
17th Street	N Lime Ave	Tuttle	County	Minor Arterial	4	35	0.62	29,600	15,069	9,343	18,352
17th Street	Tuttle	Lockwood Ridge	County	Minor Arterial	4	35	0.50	24,800	19,127	9,564	12,400
17th Street	Beneva	Prudence	County	Minor Arterial	4	45	0.20	16,400	16,956	3,391	3,280
17th Street	Prudence	Longmeadow	County	Minor Arterial	4	45	0.35	25,400	19,005	6,652	8,890
17th Street	Longmeadow	Fire Station No. 17	County	Minor Arterial	4	45	0.40	25,400	15,569	6,228	10,160
17th Street	Fire Station No. 17	Honore	County	Minor Arterial	4	45	0.80	31,800	15,372	12,298	25,440
Bahia Vista Street	Tuttle	Kaufman	County	Minor Arterial	4	30	0.75	22,400	19,246	14,435	16,800
Bahia Vista Street	Kaufman	Beneva	County	Minor Arterial	4	30	0.25	16,400	19,627	4,907	4,100
Bahia Vista Street	Beneva	McIntosh	County	Minor Arterial	4	30	0.90	24,200	18,639	16,775	21,780
Bahia Vista Street	McIntosh	Honore	County	Minor Arterial	4	45	1.15	33,600	14,422	16,585	38,640
Bahia Vista Street	Honore	Cattlemen	County	Minor Arterial	4	30	0.75	22,400	9,572	7,179	16,800

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Bay Street	U.S. 41	Old Venice	County	Minor Arterial	2	30	0.50	8,000	2,845	1,423	4,000
Bay Street	Old Venice	Pine Ranch East	County	Minor Arterial	2	30	1.00	12,200	1,886	1,886	12,200
Bee Ridge Road (Ext.)	Bee Ridge	Clark	County	Minor Arterial	2	55	2.50	8,800	3,507	8,768	22,000
N Cattlemen Road	University Pkwy	Target Signal	County	Minor Arterial	4	35	0.17	16,400	2,009	342	2,788
N Cattlemen Road	Target Signal	Roundabout 1	County	Minor Arterial	4	35	0.12	16,400	2,009	241	1,968
N Cattlemen Road	Roundabout 1	Roundabout 2	County	Minor Arterial	4	35	0.12	16,400	2,009	241	1,968
N Cattlemen Road	Roundabout 2	Desoto	County	Minor Arterial	4	35	0.12	16,400	2,009	241	1,968
N Cattlemen Road	Desoto	Richardson	County	Minor Arterial	4	35	2.85	34,800	4,483	12,777	99,180
N Cattlemen Road (Brown Road)	Richardson	Fruitville	County	Minor Arterial	4	35	0.50	24,800	7,787	3,894	12,400
Cattlemen Road	Fruitville	N. Packinghouse	County	Minor Arterial	2	35	0.25	10,400	16,967	4,242	2,600
Cattlemen Road	Packinghouse	Palmer	County	Minor Arterial	2	35	0.70	14,200	17,371	12,160	9,940
Cattlemen Road	Palmer	Bahia Vista	County	Minor Arterial	2	40	0.26	12,200	13,478	3,504	3,172
Cattlemen Road	Bahia Vista	Colonial Oaks	County	Minor Arterial	4	40	0.63	31,800	19,911	12,544	20,034
Cattlemen Road	Colonial Oaks	Webber	County	Minor Arterial	4	40	0.25	25,400	21,044	5,261	6,350
Cattlemen Road	Webber	Countrywood	County	Minor Arterial	4	40	0.16	16,400	22,309	3,569	2,624
Cattlemen Road	Countrywood	Cattleridge Blvd	County	Minor Arterial	4	40	0.33	25,400	23,000	7,590	8,382
Cattlemen Road	Cattleridge Blvd	Bee Ridge	County	Minor Arterial	4	40	0.15	16,400	23,000	3,450	2,460
Cattlemen Road	Bee Ridge	Center Pointe	County	Minor Arterial	4	35	0.20	16,400	25,977	5,195	3,280
Cattlemen Road	Center Pointe	Wilkinson	County	Minor Arterial	4	45	0.45	25,400	17,494	7,872	11,430
Cattlemen Road	Wilkinson	Proctor	County	Minor Arterial	4	45	0.35	25,400	17,494	6,123	8,890
Center Road	U.S. 41	U.S. 41 By Pass	County	Minor Arterial	2	35	0.30	10,400	8,617	2,585	3,120
Central Sarasota Parkway	U.S. 41	Potter Park Dr	County	Minor Arterial	2	45	0.26	12,400	7,878	2,048	3,224
Central Sarasota Parkway	Potter Park Dr	McIntosh	County	Minor Arterial	2	45	0.49	12,400	7,878	3,860	6,076
Central Sarasota Parkway	McIntosh	Honore	County	Minor Arterial	2	45	1.3	17,200	8,079	10,503	22,360
Coburn Road	Fruitville Rd	Palmer Blvd	County	Minor Arterial	2	30	1.10	13,000	4,377	4,815	14,300
Desoto Road	University Pkwy	U.S. 301	County	Minor Arterial	2	35	0.82	15,600	5,945	4,875	12,792
Desoto Road	U.S. 301	Shade	County	Minor Arterial	2	35	0.50	15,600	4,526	2,263	7,800
Desoto Road	Shade	Tuttle	County	Minor Arterial	2	35	0.50	15,600	4,302	2,151	7,800
Desoto Road	Tuttle	Lockwood Ridge	County	Minor Arterial	2	35	0.50	10,400	4,020	2,010	5,200
Desoto Road/Longwood Run	Lockwood Ridge	University Pkwy	County	Minor Arterial	2	35	2.05	17,400	3,853	7,899	35,670
Desoto Road	Honore	N Cattlemen Rd	County	Minor Arterial	2	30	0.49	8,000	2,793	1,369	3,920
Iona Road	Palmer Blvd	Bee Ridge	County	Minor Arterial	2	30	1.10	13,000	3,507	3,858	14,300
McIntosh Road	Fruitville	King Richard Dr	County	Minor Arterial	2	35	0.58	14,200	10,827	6,280	8,236
McIntosh Road	King Richard Dr	Bahia Vista	County	Minor Arterial	2	35	0.48	10,400	10,827	5,197	4,992
McIntosh Road	Bahia Vista	Linwood	County	Minor Arterial	4	35	0.50	24,800	13,384	6,692	12,400
McIntosh Road	Linwood	Webber	County	Minor Arterial	2	35	0.50	10,400	12,425	6,213	5,200
McIntosh Road	Webber	Bee Ridge	County	Minor Arterial	2	35	0.65	11,200	14,763	9,596	7,280
McIntosh Road	Bee Ridge	Wilkinson	County	Minor Arterial	4	35	0.50	24,800	14,965	7,483	12,400
McIntosh Road	Wilkinson	Proctor	County	Minor Arterial	4	35	0.50	24,800	12,886	6,443	12,400
McIntosh Road	Proctor	Ashton	County	Minor Arterial	2	35	0.50	10,400	10,977	5,489	5,200
McIntosh Road	Ashton	Clark	County	Minor Arterial	2	35	0.50	10,400	11,973	5,987	5,200
McIntosh Road	Clark	East Sawyer Loop	County	Minor Arterial	2	40	0.7	16,000	10,081	7,057	11,200
McIntosh Road	East Sawyer Loop	Palmer Ranch Pkwy W	County	Minor Arterial	2	40	0.3	16,000	10,563	3,169	4,800
McIntosh Road	Palmer Ranch Pkwy W	Palmer Ranch Pkwy E	County	Minor Arterial	2	45	0.8	16,200	9,926	7,941	12,960

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
McIntosh Road	Palmer Ranch Pkwy E	Sarasota Square	County	Minor Arterial	2	45	1	16,200	10,050	10,050	16,200
McIntosh Road	Sarasota Square	Central Sarasota	County	Minor Arterial	2	45	0.6	15,200	6,737	4,042	9,120
McIntosh Road	Central Sarasota	US 41	County	Minor Arterial	2	40	1.2	17,000	6,509	7,811	20,400
Proctor Road	U.S. 41	Riverwood	County	Minor Arterial	4	40	0.40	25,400	9,713	3,885	10,160
Proctor Road	Riverwood	Swift	County	Minor Arterial	4	40	0.60	30,000	11,562	6,937	18,000
Proctor Road	Swift	Beneva	County	Minor Arterial	4	40	1.00	31,800	12,091	12,091	31,800
Proctor Road	Beneva	Sawyer	County	Minor Arterial	4	45	0.50	25,400	11,976	5,988	12,700
Proctor Road	Sawyer	McIntosh	County	Minor Arterial	4	45	0.50	25,400	11,117	5,559	12,700
Proctor Road	McIntosh	Honore	County	Minor Arterial	2	45	1.00	16,200	10,120	10,120	16,200
Proctor Road	Honore	Gantt	County	Minor Arterial	4	45	0.50	25,400	9,476	4,738	12,700
Proctor Road	Gantt	Cattlemen	County	Minor Arterial	4	45	0.20	16,400	12,766	2,553	3,280
Proctor Road	Cattlemen	I-75	County	Minor Arterial	2	45	0.22	17,200	6,539	1,439	3,784
Proctor Road	I-75	Hand Rd	County	Minor Arterial	2	45	1.21	8,800	4,960	6,002	10,648
Proctor Road	Hand Rd	Clark	County	Minor Arterial	2	45	1.00	8,800	4,960	4,960	8,800
Swift Road	Bee Ridge	Wilkinson	County	Minor Arterial	4	40	0.50	25,400	19,983	9,992	12,700
Swift Road	Wilkinson	Proctor	County	Minor Arterial	4	40	0.50	25,400	19,059	9,530	12,700
Swift Road	Proctor	Ashton	County	Minor Arterial	4	40	0.50	25,400	18,883	9,442	12,700
Swift Road	Ashton	Constitution	County	Minor Arterial	4	40	0.25	25,400	18,393	4,598	6,350
Swift Road	Constitution	Clark	County	Minor Arterial	4	40	0.25	25,400	18,314	4,579	6,350
Tuttle Avenue	University Pkwy	Desoto	County	Minor Arterial	2	35	0.50	10,400	10,758	5,379	5,200
Tuttle Avenue	Desoto	27th	County	Minor Arterial	2	35	1.50	16,400	12,402	18,603	24,600
Tuttle Avenue	27th	17th	County	Minor Arterial	4	40	0.50	25,400	16,205	8,103	12,700
Tuttle Avenue	Hyde	Webber	County	Minor Arterial	4	40	0.50	25,400	26,777	13,389	12,700
Tuttle Avenue	Webber	South Gate Circle	County	Minor Arterial	4	40	0.15	30,000	23,169	3,475	4,500
Tuttle Avenue	South Gate Circle	TJ Maxx Ent.	County	Minor Arterial	4	40	0.35	30,000	19,919	6,972	10,500
Tuttle Avenue	TJ Maxx Ent.	Bee Ridge	County	Minor Arterial	4	40	0.15	30,000	21,505	3,226	4,500
Winchester Boulevard	River Rd	Charlotte Co. Line	County	Minor Arterial	2	35	3.17	14,000	6,093	19,315	44,380
Baffin Road	Shamrock	U.S. 41	County	Collector	2	30	1.10	13,000	1,830	2,013	14,300
Edmondson Road	Albee Farm Rd	Pinebrook	County	Collector	2	35	1.01	13,000	2,489	2,514	13,130
Midnight Pass Road (SR 758)	Higel	Beach	FDOT	Major Arterial	2	40	1.75	19,600	5,300	9,275	34,300
Midnight Pass Road (SR 758)	Beach	Stickney Pt.	FDOT	Major Arterial	2	40	1.20	18,400	14,800	17,760	22,080
Englewood Road (SR 776)	U.S. 41	Jacaranda Blvd	FDOT	Major Arterial	6	40	0.75	47,000	18,500	13,875	35,250
Englewood Road (SR 776)	Jacaranda Blvd	Rutgers Rd	FDOT	Major Arterial	6	45	0.38	44,000	18,500	7,030	16,720
Englewood Road (SR 776)	Rutgers Rd	Manasota Bch. Rd	FDOT	Major Arterial	6	45	1.30	51,600	18,500	24,050	67,080
Englewood Road (SR 776)	Manasota Bch.	Overbrook Rd	FDOT	Major Arterial	6	45	1.30	51,600	19,200	24,960	67,080
Englewood Road (SR 776)	Overbrook Rd	Englwd. I. Pkwy	FDOT	Major Arterial	4	45	0.35	30,200	19,200	6,720	10,570
Englewood Road (SR 776)	Englewood Isle Pkwy	Dearborn	FDOT	Major Arterial	4	45	3.10	38,200	19,200	59,520	118,420
Indiana Avenue (SR 776)	Dearborn	Virginia Ct	FDOT	Major Arterial	4	35	0.45	30,200	19,200	8,640	13,590
Indiana Avenue (SR 776)	Virginia Ct	Co Line (Bay Heights)	FDOT	Major Arterial	4	35	0.65	32,200	19,200	12,480	20,930

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
Bee Ridge Road (SR 758)	U.S. 41	Shade	FDOT	Major Arterial	6	40	0.50	44,000	45,500	22,750	22,000
Bee Ridge Road (SR 758)	Shade	Tuttle/Swift	FDOT	Major Arterial	6	40	0.50	44,000	31,500	15,750	22,000
Bee Ridge Road (SR 758)	Tuttle/Swift	Murdock	FDOT	Major Arterial	6	40	0.35	44,000	37,000	12,950	15,400
Bee Ridge Road (SR 758)	Murdock	Lockwood Ridge	FDOT	Major Arterial	6	40	0.15	44,000	37,000	5,550	6,600
Bee Ridge Road (SR 758)	Lockwood Ridge	Beneva	FDOT	Major Arterial	6	40	0.50	44,000	37,000	18,500	22,000
Bee Ridge Road (SR 758)	Beneva	Sawyer	FDOT	Major Arterial	6	40	0.50	44,000	37,500	18,750	22,000
Bee Ridge Road (SR 758)	Sawyer	McIntosh	FDOT	Major Arterial	6	40	0.50	44,000	37,500	18,750	22,000
Bee Ridge Road (SR 758)	McIntosh	Honore	FDOT	Major Arterial	4	40	1.00	34,200	37,500	37,500	34,200
Bee Ridge Road (SR 758)	Honore	Center Gate	FDOT	Major Arterial	4	40	0.40	30,200	37,500	15,000	12,080
Bee Ridge Road (SR 758)	Center Gate	Maxfield	FDOT	Major Arterial	4	40	0.21	30,200	35,000	7,350	6,342
Bee Ridge Road (SR 758)	Maxfield	Cattlemen	FDOT	Major Arterial	4	40	0.21	30,200	35,000	7,350	6,342
Bee Ridge Road (SR 758)	Cattlemen	I-75	FDOT	Major Arterial	4	40	0.22	30,200	35,000	7,700	6,644
Clark Road (SR 72)	Swift	Lockwood Ridge	FDOT	Major Arterial	6	40	0.50	44,000	35,500	17,750	22,000
Clark Road (SR 72)	Lockwood Ridge	Beneva	FDOT	Major Arterial	6	40	0.50	44,000	35,500	17,750	22,000
Clark Road (SR 72)	Beneva	Sawyer	FDOT	Major Arterial	6	40	0.50	44,000	41,500	20,750	22,000
Clark Road (SR 72)	Sawyer	McIntosh	FDOT	Major Arterial	6	45	0.50	44,000	41,500	20,750	22,000
Clark Road (SR 72)	McIntosh	Honore	FDOT	Major Arterial	6	45	1.00	49,200	41,500	41,500	49,200
Clark Road (SR 72)	Honore	Gantt	FDOT	Major Arterial	6	45	0.50	44,000	41,500	20,750	22,000
Clark Road (SR 72)	Gantt	Catamaran	FDOT	Major Arterial	6	45	0.15	44,000	41,500	6,225	6,600
Clark Road (SR 72)	Catamaran	I-75	FDOT	Major Arterial	6	45	0.30	44,000	41,500	12,450	13,200
Clark Road (SR 72)	I-75	Proctor	FDOT	Major Arterial	2	55	1.70	19,800	8,400	14,280	33,660
Clark Road (SR 72)	Proctor	Bee Ridge Ext.	FDOT	Major Arterial	2	45	1.45	19,800	8,400	12,180	28,710
Clark Road (SR 72)	Bee Ridge Ext.	Co Line	FDOT	Major Arterial	2	55	22.40	8,800	2,000	44,800	197,120
Fruitville (SR 780)	McIntosh	Honore	FDOT	Major Arterial	6	45	1.00	49,200	47,500	47,500	49,200
Fruitville (SR 780)	Honore	Arthur Andersen Pkwy	FDOT	Major Arterial	6	45	0.40	44,000	53,500	21,400	17,600
Fruitville (SR 780)	Arthur Andersen Pkwy	Cattlemen	FDOT	Major Arterial	6	45	0.30	44,000	53,500	16,050	13,200
Fruitville (SR 780)	Cattlemen	I-75	FDOT	Major Arterial	6	45	0.35	44,000	53,500	18,725	15,400
I-75 (SR 93)	University	Fruitville	FDOT	Major Arterial	6	70	3.45	83,700	123,500	426,075	288,765
I-75 (SR 93)	Fruitville	Bee Ridge	FDOT	Major Arterial	6	70	2.65	83,700	113,000	299,450	221,805
I-75 (SR 93)	Bee Ridge	Clark (SR 72)	FDOT	Major Arterial	6	70	2.00	83,700	93,870	187,740	167,400
I-75 (SR 93)	Clark	SR 681	FDOT	Major Arterial	6	70	5.50	58,700	83,500	459,250	322,850
I-75 (SR 93)	SR 681	Laurel	FDOT	Major Arterial	4	70	4.30	44,000	70,500	303,150	189,200
I-75 (SR 93)	Laurel	Jacaranda	FDOT	Major Arterial	4	70	2.20	44,000	71,500	157,300	96,800
I-75 (SR 93)	Jacaranda	River Rd	FDOT	Major Arterial	4	70	2.25	44,000	67,500	151,875	99,000
I-75 (SR 93)	River Rd	Sumter Blvd	FDOT	Major Arterial	4	70	9.00	44,000	58,267	524,403	396,000
U.S. 301 (SR 683)	University	Desoto	FDOT	Major Arterial	6	50	0.51	47,000	35,500	18,105	23,970
U.S. 301 (SR 683)	Desoto	47th	FDOT	Major Arterial	6	50	0.45	44,000	35,500	15,975	19,800
U.S. 301 (SR 683)	47th	Northgate	FDOT	Major Arterial	6	50	0.17	44,000	35,500	6,035	7,480
U.S. 301 (SR 683)	Northgate	Myrtle	FDOT	Major Arterial	6	50	0.38	44,000	38,500	14,630	16,720
U.S.41 By-Pass (SR 45A)	Venice Ave	Center Rd	FDOT	Major Arterial	4	45	1.60	38,200	37,000	59,200	61,120
U.S.41 By-Pass (SR 45A)	Center Rd	S. U.S. 41	FDOT	Major Arterial	6	45	0.35	44,000	37,000	12,950	15,400

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
U.S.41 (SR 45)	Co Line	Spaatz	FDOT	Major Arterial	4	45	0.20	30,200	40,500	8,100	6,040
U.S.41 (SR 45)	Bee Ridge	Glengary	FDOT	Major Arterial	6	45	0.25	44,000	53,000	13,250	11,000
U.S.41 (SR 45)	Glengary	Worrington	FDOT	Major Arterial	6	45	0.25	44,000	53,000	13,250	11,000
U.S.41 (SR 45)	Worrington	Field	FDOT	Major Arterial	6	45	0.25	44,000	53,000	13,250	11,000
U.S.41 (SR 45)	Field	Proctor	FDOT	Major Arterial	6	45	0.22	44,000	53,000	11,660	9,680
U.S.41 (SR 45)	Proctor	Philippi	FDOT	Major Arterial	6	40	0.30	44,000	45,000	13,500	13,200
U.S.41 (SR 45)	Philippi	Constitution	FDOT	Major Arterial	6	40	0.70	47,000	45,000	31,500	32,900
U.S.41 (SR 45)	Constitution	Beechwood	FDOT	Major Arterial	6	40	0.35	44,000	45,000	15,750	15,400
U.S.41 (SR 45)	Beechwood	Stickney Point	FDOT	Major Arterial	6	40	0.45	44,000	45,000	20,250	19,800
U.S.41 (SR 45)	Stickney Point	Gulf Gate	FDOT	Major Arterial	6	40	0.15	44,000	47,000	7,050	6,600
U.S.41 (SR 45)	Gulf Gate	Beneva	FDOT	Major Arterial	4	40	2.25	38,200	32,398	72,896	85,950
U.S.41 (SR 45)	Beneva	Club Dr	FDOT	Major Arterial	4	45	0.25	30,200	40,500	10,125	7,550
U.S.41 (SR 45)	Club Dr	Central Sarasota Pkwy	FDOT	Major Arterial	4	45	0.35	30,200	40,500	14,175	10,570
U.S.41 (SR 45)	Central Sarasota Pkwy	McIntosh	FDOT	Major Arterial	4	55	0.75	39,500	40,500	30,375	29,625
U.S.41 (SR 45)	McIntosh	Mac Ewen	FDOT	Major Arterial	4	55	0.52	39,500	37,500	19,500	20,540
U.S.41 (SR 45)	Mac Ewen	Bay St	FDOT	Major Arterial	4	55	0.76	39,500	37,500	28,500	30,020
U.S.41 (SR 45)	Bay St	Bay Acres Ave	FDOT	Major Arterial	4	55	0.32	39,500	37,500	12,000	12,640
U.S.41 (SR 45)	Bay Acres Ave	Blackburn Pt. Rd.	FDOT	Major Arterial	4	55	0.98	39,500	37,500	36,750	38,710
U.S.41 (SR 45)	Blackburn Pt. Rd.	SR 681 (Venice Connect	FDOT	Major Arterial	4	55	2.60	39,500	37,500	97,500	102,700
U.S.41 (SR 45)	SR 681	Roberts Rd	FDOT	Major Arterial	6	45	0.55	65,800	45,500	25,025	36,190
U.S.41 (SR 45)	Roberts Rd	Laurel	FDOT	Major Arterial	6	45	0.25	65,800	45,500	11,375	16,450
U.S.41 (SR 45)	Laurel	Albee	FDOT	Major Arterial	6	45	1.00	49,200	41,000	41,000	49,200
U.S.41 (SR 45)	Albee	Colonia	FDOT	Major Arterial	6	45	0.70	47,000	41,000	28,700	32,900
U.S.41 (SR 45)	Colonia	U.S. 41 By-Pass	FDOT	Major Arterial	6	45	0.50	44,000	41,000	20,500	22,000
U.S.41 (SR 45)	San Marco	Avenida Del Circo	FDOT	Major Arterial	4	40	0.55	32,400	17,200	9,460	17,820
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	FDOT	Major Arterial	4	40	1.10	35,800	25,500	28,050	39,380
U.S.41 (SR 45)	U.S. 41 By-Pass	Shamrock	FDOT	Major Arterial	6	40	0.10	44,000	50,000	5,000	4,400
U.S.41 (SR 45)	Shamrock	Venetian Plaza	FDOT	Major Arterial	6	45	0.20	44,000	50,000	10,000	8,800
U.S.41 (SR 45)	Venetian Plaza	Seminole	FDOT	Major Arterial	6	45	0.65	47,000	50,000	32,500	30,550
U.S.41 (SR 45)	Seminole	Alligator	FDOT	Major Arterial	6	45	0.45	44,000	50,000	22,500	19,800
U.S.41 (SR 45)	Alligator	S.R. 776	FDOT	Major Arterial	6	45	0.50	44,000	50,000	25,000	22,000
U.S.41 (SR 45)	S.R. 776	Jacaranda	FDOT	Major Arterial	4	45	0.55	32,400	31,500	17,325	17,820
U.S.41 (SR 45)	Jacaranda	Woodmere Park	FDOT	Major Arterial	4	45	0.60	43,900	31,500	18,900	26,340
U.S.41 (SR 45)	Woodmere Park	Rockley Blvd	FDOT	Major Arterial	4	55	1.70	43,900	31,500	53,550	74,630
U.S.41 (SR 45)	Rockley Blvd	River Road	FDOT	Major Arterial	4	55	3.70	43,900	17,900	66,230	162,430
Higel Avenue (SR 758)	Siesta	Midnight Pass Rd	FDOT	Minor Arterial	2	40	0.85	19,600	17,700	15,045	16,660
Stickney Pt. Road (SR 72)	Midnight Pass	U.S. 41	FDOT	Minor Arterial	4	45	0.90	34,200	28,500	25,650	30,780
Stickney Pt. Road (SR 72)	U.S. 41	Gulf Gate Mall	FDOT	Minor Arterial	6	40	0.15	44,000	30,000	4,500	6,600
Stickney Pt. Road (SR 72)	Gulf Gate Mall	Gateway	FDOT	Minor Arterial	6	40	0.25	44,000	30,000	7,500	11,000
Stickney Pt. Road (SR 72)	Gateway	Swift	FDOT	Minor Arterial	6	40	0.35	44,000	30,000	10,500	15,400
S.R. 681(Venice Connector)	U.S. 41	Honore	FDOT	Minor Arterial	4	70	2.52	62,800	11,900	29,988	158,256
S.R. 681(Venice Connector)	Honoe	I-75	FDOT	Minor Arterial	4	70	0.68	62,800	11,900	8,092	42,704
I-75 (SR 93)	Sumter Blvd	Toledo Blade	FDOT/	Major Arterial	N 4	70	3.00	44,000	48,500	145,500	132,000
I-75 (SR 93)	Toledo Blade	County Line	FDOT/	Major Arterial	N 4	70	7.75	44,000	48,500	375,875	341,000

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
U.S.41 (SR 45)	River Road	N. Port Cty Line	FDOT/	Major Arterial	N 4	55	2.50	43,900	28,000	70,000	109,750
Gulf Mexico Dr.(SR 789)	Co Line	New Pass Bridge	FDOT/L	Major Arterial	2	35	5.35	19,600	19,700	105,395	104,860
Bay Rd/Osprey Ave (SR 758)	Siesta Dr	U.S. 41	FDOT/S	Major Arterial	2	30	0.45	11,600	13,900	6,255	5,220
Fruitville (SR 780)	U.S. 301	East Ave	FDOT/S	Major Arterial	6	35	0.15	43,800	35,500	5,325	6,570
Fruitville (SR 780)	East Ave	School	FDOT/S	Major Arterial	6	40	0.15	44,000	35,500	5,325	6,600
Fruitville (SR 780)	School	Lime	FDOT/S	Major Arterial	6	40	0.15	44,000	35,500	5,325	6,600
Fruitville (SR 780)	Lime	Shade	FDOT/S	Major Arterial	6	40	0.15	44,000	35,500	5,325	6,600
Fruitville (SR 780)	Shade	Tuttle	FDOT/S	Major Arterial	6	40	0.50	44,000	45,500	22,750	22,000
Fruitville (SR 780)	Tuttle	Lockwood Ridge	FDOT/S	Major Arterial	6	45	0.50	44,000	49,500	24,750	22,000
Fruitville (SR 780)	Lockwood Ridge	Beneva	FDOT/S	Major Arterial	6	45	0.50	44,000	49,500	24,750	22,000
Fruitville (SR 780)	Beneva	McIntosh	FDOT/S	Major Arterial	6	45	1.00	49,200	47,500	47,500	49,200
U.S. 301 (SR 683)	Myrtle	27th	FDOT/S	Major Arterial	6	45	0.50	44,000	38,500	19,250	22,000
U.S. 301 (SR 683)	27th	17th	FDOT/S	Major Arterial	6	45	0.50	44,000	38,500	19,250	22,000
U.S. 301 (SR 683)	17th	12th	FDOT/S	Major Arterial	6	45	0.25	44,000	38,500	9,625	11,000
U.S. 301 (SR 683)	12th	Fruitville (SR 780)	FDOT/S	Major Arterial	4	35	0.65	32,200	33,500	21,775	20,930
U.S. 301 (SR 683)	Fruitville	Main	FDOT/S	Major Arterial	4	35	0.15	30,200	33,500	5,025	4,530
U.S. 301 (SR 683)	Main	Ringling	FDOT/S	Major Arterial	4	35	0.08	30,200	33,500	2,680	2,416
U.S. 301 (SR 683)	Ringling	U.S. 41	FDOT/S	Major Arterial	4	35	0.45	30,200	33,500	15,075	13,590
U.S.41 (SR 45)	Spaatz	University	FDOT/S	Major Arterial	4	45	0.30	30,200	40,500	12,150	9,060
U.S.41 (SR 45)	University	Myrtle	FDOT/S	Major Arterial	4	45	1.00	34,200	37,000	37,000	34,200
U.S.41 (SR 45)	Myrtle	27th	FDOT/S	Major Arterial	4	45	0.50	30,200	39,000	19,500	15,100
U.S.41 (SR 45)	27th	10th	FDOT/S	Major Arterial	4	40	1.00	34,200	39,000	39,000	34,200
U.S.41 (SR 45)	10th	Blvd of Arts	FDOT/S	Major Arterial	4	40	0.25	30,200	37,500	9,375	7,550
U.S.41 (SR 45)	Blvd of Arts	Fruitville Rd	FDOT/S	Major Arterial	4	40	0.15	30,200	37,500	5,625	4,530
U.S.41 (SR 45)	Fruitville Rd	Ringling	FDOT/S	Major Arterial	4	40	0.25	30,200	37,500	9,375	7,550
U.S.41 (SR 45)	Ringling	Orange	FDOT/S	Major Arterial	4	40	0.75	32,400	36,500	27,375	24,300
U.S.41 (SR 45)	Orange	Osprey	FDOT/S	Major Arterial	6	40	0.30	44,000	36,500	10,950	13,200
U.S.41 (SR 45)	Osprey	US 301	FDOT/S	Major Arterial	4	35	0.20	30,200	34,000	6,800	6,040
U.S.41 (SR 45)	U.S. 301	Bay Street	FDOT/S	Major Arterial	6	35	0.33	43,800	67,000	22,110	14,454
U.S.41 (SR 45)	Bay Street	Bahia Vista	FDOT/S	Major Arterial	6	35	0.33	43,800	67,000	22,110	14,454
U.S.41 (SR 45)	Bahia Vista	Waldemere	FDOT/S	Major Arterial	6	40	0.25	44,000	67,000	16,750	11,000
U.S.41 (SR 45)	Waldemere	Hillview	FDOT/S	Major Arterial	6	40	0.20	44,000	67,000	13,400	8,800
U.S.41 (SR 45)	Hillview	Webber	FDOT/S	Major Arterial	6	45	0.55	47,000	67,000	36,850	25,850
U.S.41 (SR 45)	Webber	Siesta Dr	FDOT/S	Major Arterial	6	45	0.40	44,000	54,000	21,600	17,600
U.S.41 (SR 45)	Siesta Dr	Bee Ridge	FDOT/S	Major Arterial	6	45	0.25	44,000	54,000	13,500	11,000
Ringling Causeway (SR 789)	New Pass Bridge	City Island Rd	FDOT/S	Minor Arterial	2	35	0.10	18,000	19,700	1,970	1,800
Ringling Causeway (SR 789)	City Island Rd	St. Armands Circle	FDOT/S	Minor Arterial	2	35	1.00	18,000	25,000	25,000	18,000
Ringling Causeway (SR 789)	St. Armands Circle	Bird Key Dr	FDOT/S	Minor Arterial	4	30	1.10	27,800	31,500	34,650	30,580
Ringling Causeway (SR 789)	Bird Key Dr	U.S. 41	FDOT/S	Minor Arterial	4	40	1.15	35,800	36,000	41,400	41,170
Siesta Drive (SR 758)	Higel	N. Bridge	FDOT/S	Minor Arterial	2	40	1.00	19,600	17,700	17,700	19,600
Siesta Drive (SR 758)	N. Bridge	Osprey	FDOT/S	Minor Arterial	2	40	1.00	19,600	17,700	17,700	19,600

Road Name	From	To	Jrsdct	Functional	LN	Spd Lmt mph	Dist mi	Capacities Daily	Volumes Daily	VMT	VMC
U.S.41 By-Pass (SR 45A)	U.S. 41	Bird Bay	FDOT/V	Major Arterial	6	45	0.25	44,000	37,000	9,250	11,000
U.S.41 By-Pass (SR 45A)	Bird Bay	TJ Maxx Ent.	FDOT/V	Major Arterial	6	45	0.25	44,000	37,000	9,250	11,000
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd	FDOT/V	Major Arterial	4	45	0.30	30,200	37,000	11,100	9,060
U.S.41 By-Pass (SR 45A)	Albee Farm Rd	Venice Ave	FDOT/V	Major Arterial	4	45	0.30	30,200	37,000	11,100	9,060
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice	FDOT/V	Major Arterial	4	35	0.65	32,200	17,200	11,180	20,930
U.S.41 (SR 45)	Venice	Miami	FDOT/V	Major Arterial	4	35	0.10	30,200	17,200	1,720	3,020
U.S.41 (SR 45)	Miami	Milan	FDOT/V	Major Arterial	4	35	0.20	30,200	17,200	3,440	6,040
U.S.41 (SR 45)	Milan	Turin	FDOT/V	Major Arterial	4	35	0.15	30,200	17,200	2,580	4,530
U.S.41 (SR 45)	Turin	Palermo	FDOT/V	Major Arterial	4	35	0.15	30,200	17,200	2,580	4,530
U.S.41 (SR 45)	Palermo	San Marco	FDOT/V	Major Arterial	4	35	0.20	30,200	17,200	3,440	6,040

Appendix E.

List of Mobility and Multimodal Corridors

Road Name	From	To	Corridor Type
Bay Street	U.S.41	Honore Avenue	Mobility Corridor
Bee Ridge Road	McIntosh Road	I-75	Mobility Corridor
Bee Ridge Road	I-75	North-South Roadway B	Mobility Corridor
Bee Ridge Road (Ext.)	Bee Ridge Road	Clark Road	Mobility Corridor
Border Road	I-75	Jackson Road	Mobility Corridor
Cattlemen Road	Fruitville Road	Bahia Vista Street	Mobility Corridor
Clark Road (SR 72)	I-75	North-South Roadway B	Mobility Corridor
Desoto Road	Longwood Run Boulevard	Honore Avenue	Mobility Corridor
E Price Boulevard	North Toledo Blade Boulevard	Torrington Street	Mobility Corridor
East-West Roadway B	I-75	Verna Road	Mobility Corridor
Edmondson Road	Albee Farm Road	I-75	Mobility Corridor
Englewood Road (SR 776)	U.S.41	Keyway Road	Mobility Corridor
Fruitville Road	Debrecen Road	Verna Road	Mobility Corridor
Gantt Road	Proctor Road	Clark Road	Mobility Corridor
Gisinger Street	Pine Street	River Road (south)	Mobility Corridor
Honore Avenue	University Parkway	Clark Road	Mobility Corridor
Honore Avenue	Central Sarasota Parkway	Laurel Road	Mobility Corridor
Iona Road	Fruitville Road	Bee Ridge Road	Mobility Corridor
Jacaranda Boulevard	Laurel Road East	I-75	Mobility Corridor
Jacaranda Boulevard	I-75	Center Road	Mobility Corridor
Jackson Road	Border Road	Center Road	Mobility Corridor
Keyway Road	Englewood Road	River Road (south)	Mobility Corridor
Knights Trail Road	North-South Roadway A	Laurel Road	Mobility Corridor
Lakewood Ranch Boulevard	East-West Roadway B	Fruitville Road	Mobility Corridor
Laurel Road	Knights Trail Road	Jacaranda Boulevard	Mobility Corridor
Lorraine Road	University Parkway	Fruitville Road	Mobility Corridor
Manasota Beach Road	Englewood Road	River Road (south)	Mobility Corridor
Manasota Beach Road	Manasota Beach Road	Keyway Road	Mobility Corridor
McIntosh Road	Fruitville Road	Clark Road	Mobility Corridor
North-South Roadway A	Fruitville Road	Knights Trail Road	Mobility Corridor
North-South Roadway B	University Parkway	North-South Roadway A	Mobility Corridor
Pine Street	River Road (north)	County Line	Mobility Corridor
Pinebrook Road	Border Road	Venice Avenue	Mobility Corridor
Proctor Road	McIntosh Road	Honore Avenue	Mobility Corridor
Proctor Road	Cattleman Road	I-75	Mobility Corridor
Proctor Road	I-75	Clark Road	Mobility Corridor
River Road (north)	I-75	U.S.41	Mobility Corridor
River Road (south)	U.S.41	Pine Street	Mobility Corridor
Spine Road	Palmer Boulevard	Bee Ridge Road	Mobility Corridor
Toledo Blade Boulevard	Tropicaire Boulevard	I-75	Mobility Corridor

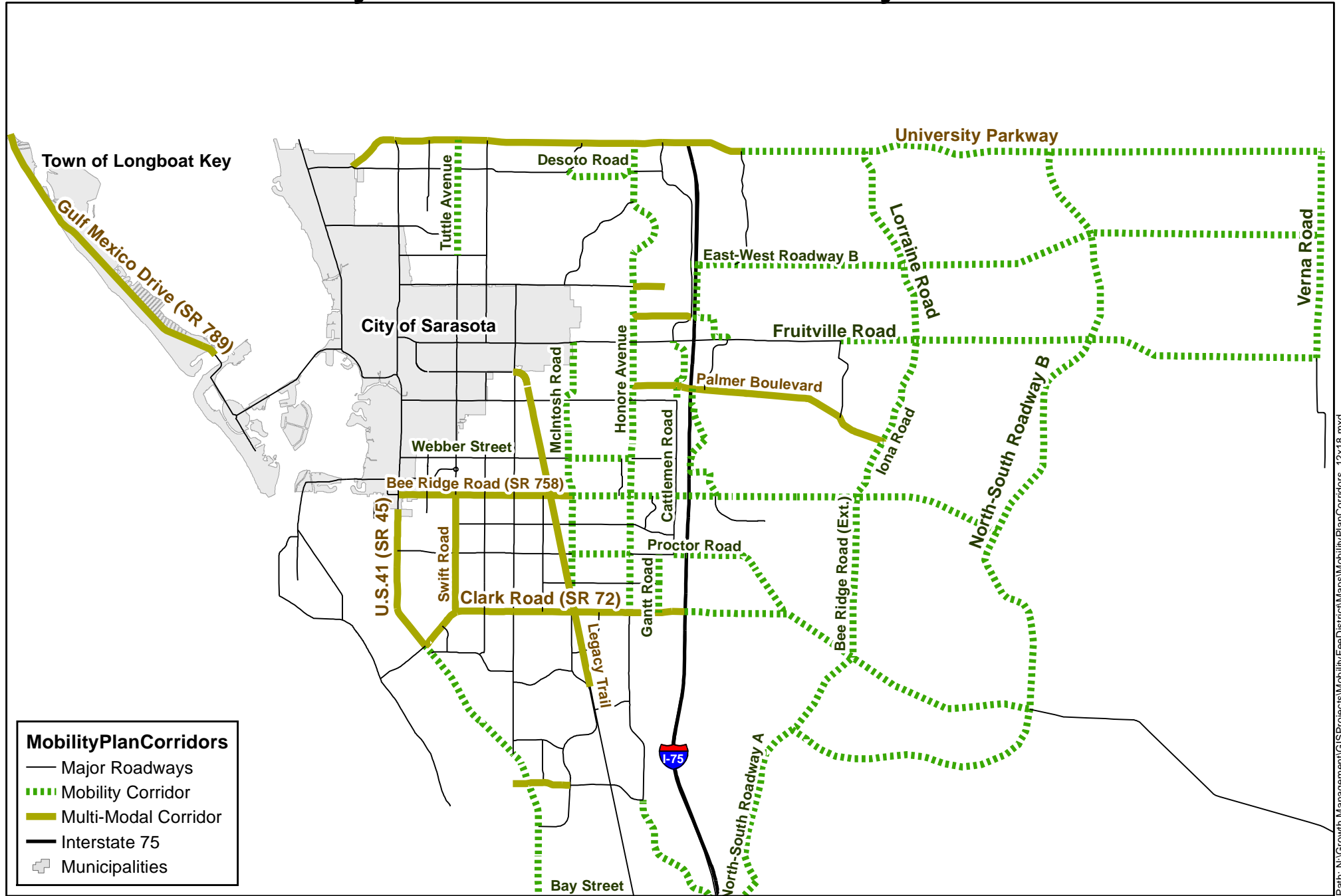
Road Name	From	To	Corridor Type
Tuttle Avenue	University Parkway	Dr Martin Luther King Way	Mobility Corridor
U.S.41 (SR 45)	Stickney Point Road	S.R.681	Mobility Corridor
U.S.41 (SR 45)	Englewood Road	County Line	Mobility Corridor
U.S.41 By-Pass (SR 45A)	U.S.41 (SR 45)	U.S.41 (SR 45)	Mobility Corridor
University Parkway	Lakewood Ranch Boulevard	Verna Road	Mobility Corridor
Venice Avenue	Jacaranda Boulevard	River Road (south)	Mobility Corridor
Venice East Boulevard	U.S.41	Manasota Beach Road	Mobility Corridor
Verna Road	University Parkway	Fruitville Road	Mobility Corridor
W Price Boulevard	South Biscayne Drive	North Toledo Blade Boulevard	Mobility Corridor
Webber Street	McIntosh Road	Honore Avenue	Mobility Corridor
Winchester Boulevard	River Road (south)	County Line	Mobility Corridor
17th Street	U.S.41	Train Tracks	Multi-Modal Corridor
17th Street	Orange Avenue	U.S.301	Multi-Modal Corridor
17th Street	Lockwood Ridge Road	Longmeadow	Multi-Modal Corridor
17th Street	Honore Avenue	Deer Hollow Boulevard	Multi-Modal Corridor
Albee Farm Road	Laurel Road	U.S.41 By-Pass (SR 45A)	Multi-Modal Corridor
Appomattox Drive	Pan American Boulevard	Sumter Boulevard	Multi-Modal Corridor
Atwater Drive	Price Boulevard	E Hillsborough Boulevard	Multi-Modal Corridor
Auburn Road	Border Road	Venice Avenue	Multi-Modal Corridor
Bee Ridge Road (SR 758)	U.S.41	McIntosh Road	Multi-Modal Corridor
Biscayne Drive	W Price Boulevard	County Line	Multi-Modal Corridor
Border Road	Jackson Road	South Moon Drive	Multi-Modal Corridor
Center Road	U.S.41	Pinebrook Road	Multi-Modal Corridor
Central Sarasota Parkway	U.S.41	McIntosh Road	Multi-Modal Corridor
Clark Road (SR 72)	U.S.41	I-75	Multi-Modal Corridor
Cranberry Boulevard	Toledo Blade Boulevard	E Hillsborough Boulevard	Multi-Modal Corridor
De Leon Drive	Ortiz Boulevard	U.S.41	Multi-Modal Corridor
Dearborn Street	Englewood Road	Pine Street	Multi-Modal Corridor
E Hillsborough Boulevard	U.S.41	Price Boulevard	Multi-Modal Corridor
Gulf Mexico Drive (SR 789)	County Line	South end of Longboat Key	Multi-Modal Corridor
Harbor Drive	Venice Avenue	Venetian Waterway Park	Multi-Modal Corridor
Heasley Road	Manasota Beach Road	6th Street	Multi-Modal Corridor
Jacaranda Boulevard	Center Road	U.S.41	Multi-Modal Corridor
Laurel Road	U.S.41	Knights Trail Road	Multi-Modal Corridor
Laurel Road E	Jacaranda Boulevard	North Jackson Road	Multi-Modal Corridor
Legacy Trail	Beneva Road	McIntosh Road	Multi-Modal Corridor
Livingstone Street	Vamo Road	U.S.41	Multi-Modal Corridor
Manasota Beach Road	U.S.41	Manasota Key Road	Multi-Modal Corridor
Old Englewood Road	North Indiana Avenue	Dearborn Street	Multi-Modal Corridor
Ortiz Boulevard	De Leon Drive	U.S.41	Multi-Modal Corridor

Road Name	From	To	Corridor Type
Overbrooke Rd	Bayshore Drive	Englewood Road (SR 776)	Multi-Modal Corridor
Palmer Boulevard	Honore Avenue	I-75	Multi-Modal Corridor
Palmer Boulevard	I-75	Iona Road	Multi-Modal Corridor
Ponce De Leon Boulevard	Tropicaire Boulevard	I-75	Multi-Modal Corridor
Ponce De Leon Boulevard	I-75	W Price Boulevard	Multi-Modal Corridor
Richardson Road	Honore Avenue	Cattleman Road	Multi-Modal Corridor
Rockley Boulevard	Center Road	U.S.41	Multi-Modal Corridor
S Raintree Boulevard	Price Boulevard	E Hillsborough Boulevard	Multi-Modal Corridor
S Yorkshire Street	I-75	E Hillsborough Boulevard	Multi-Modal Corridor
Shamrock Boulevard	Center Road	U.S.41	Multi-Modal Corridor
Shamrock Drive	U.S.41	Queen Road	Multi-Modal Corridor
Swift Road	Bee Ridge Road (SR 758)	Clark Road	Multi-Modal Corridor
Tarpon Center Drive	Bay Entrance	The EsplanadeE N	Multi-Modal Corridor
The Esplanade	La Guna Drive	Venice Avenue	Multi-Modal Corridor
Toledo Blade Boulevard	I-75	E Hillsborough Boulevard	Multi-Modal Corridor
Tropicaire Boulevard	Ponce De Leon Boulevard	Toledo Blade Boulevard	Multi-Modal Corridor
U.S.41 (SR 45)	Glengary Street	Stickney Point Road	Multi-Modal Corridor
U.S.41 (SR 45)	S.R.681	Laurel Road	Multi-Modal Corridor
University Parkway	DeSoto Road	I-75	Multi-Modal Corridor
University Parkway	I-75	Lakewood Ranch Boulevard	Multi-Modal Corridor
Venice Avenue	The EsplanadeE N	Jacaranda Boulevard	Multi-Modal Corridor

Map A.

Mobility Plan Corridors

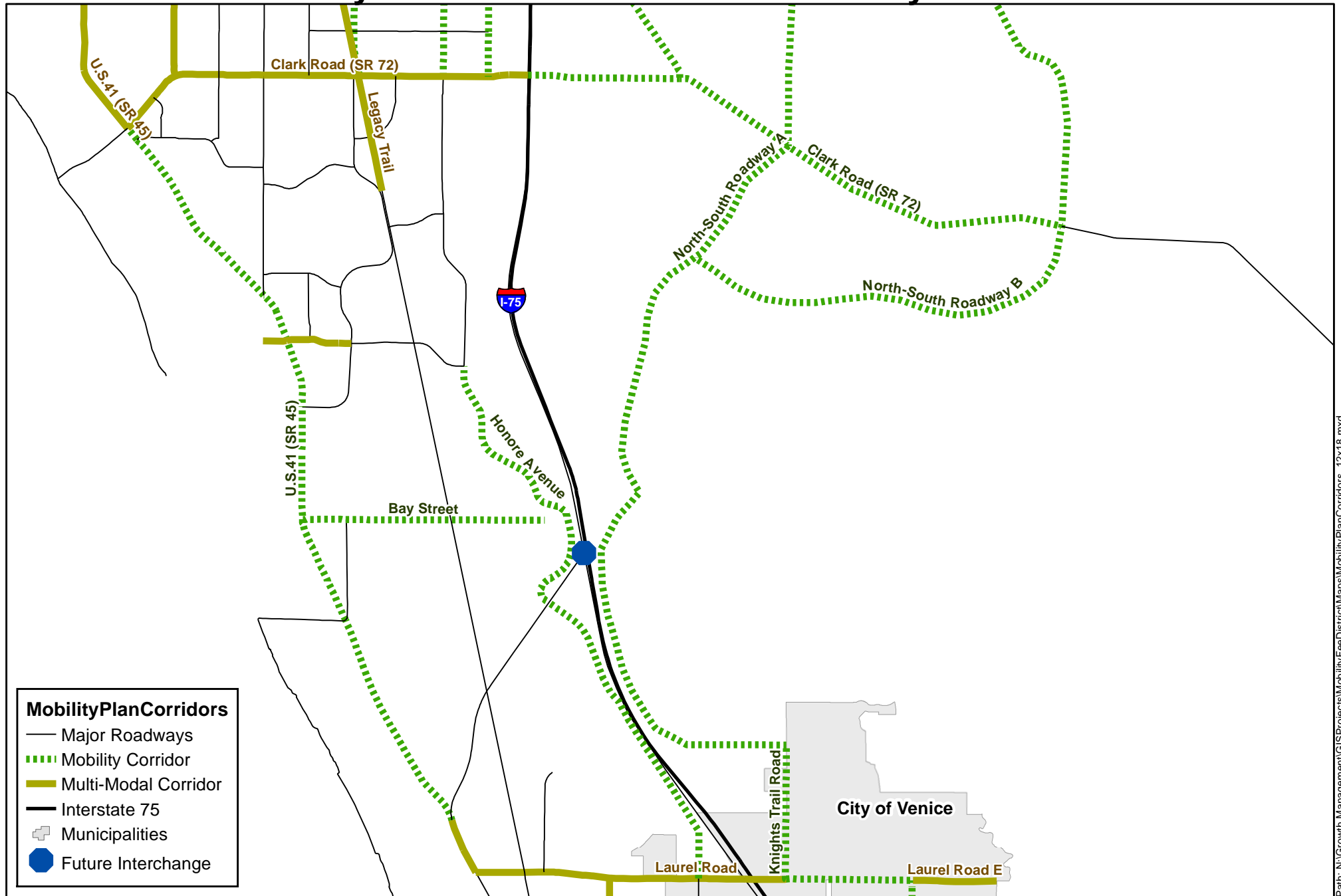
Mobility Plan Corridors - North Mobility Fee District



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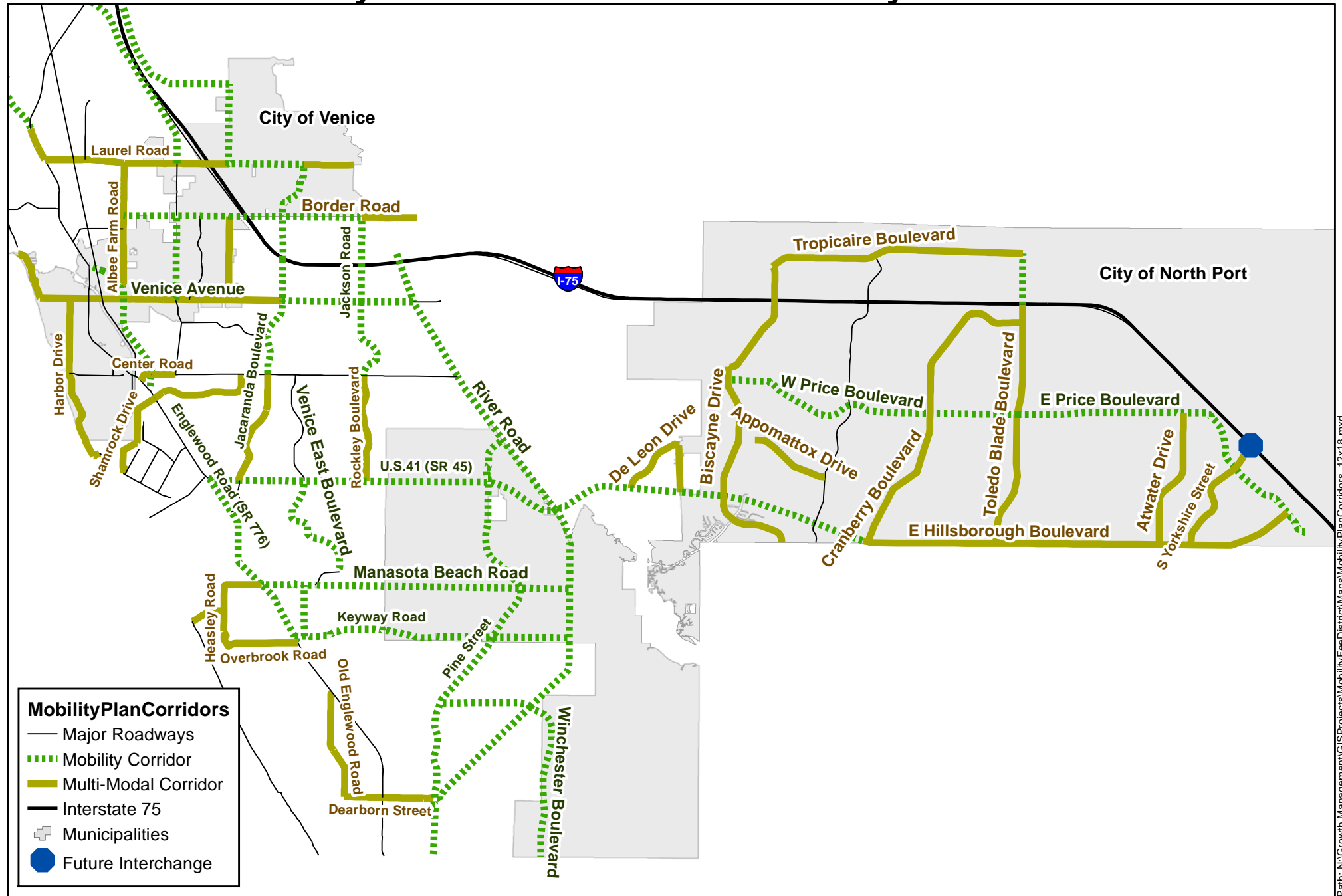
Mobility Plan Corridors - Central Mobility Fee District



Map published using ArcGIS 10.x by sbjohnst on Thursday, July 30, 2015



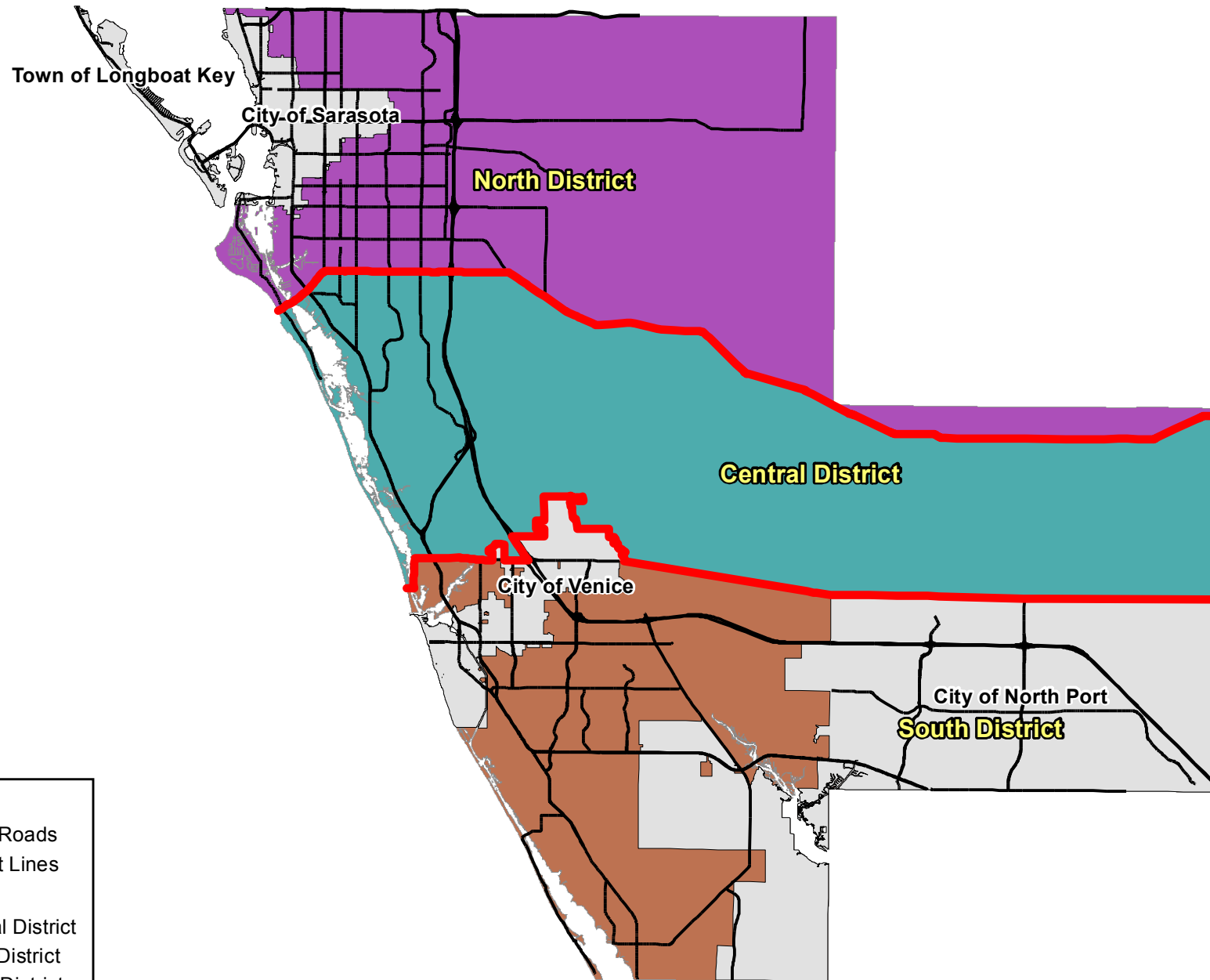
Mobility Plan Corridors - South Mobility Fee District



Map B.

Mobility Plan Districts

Mobility Fee Districts

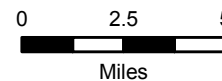


Legend

- Major Roads
- District Lines

Districts

- Central District
- North District
- South District

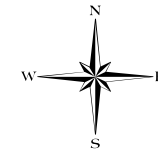


Map C.

Urban Infill Areas

MOBILITY FEE URBAN INFILL AREAS

LEGEND

 URBAN INFILL AREA

SARASOTA COUNTY

CITY OF NORTH PORT

W PRICE BLVD E PRICE BLVD

STOLEDO BLADE BLVD

 **Sarasota County**
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