



Section 8: Implementation & Monitoring Strategy Effectiveness

This section summarizes the implementation and management of the CMP strategies. The section presents an implementation schedule, implementation responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation. In addition, the process for selecting and implementing future projects is also summarized. A process for periodic assessment of the effectiveness of implemented strategies in terms of the established performance measures for Sarasota-Manatee CMP is also outlined. The results of this evaluation will be provided to decision makers and the public to provide feedback on the selection of effective strategies for potential implementation in the future. A list of recommendations and actions is presented for review and consideration.

Project Selection and Implementation

Congestion mitigation strategies are implemented through various transportation projects and programs. They are included in Sarasota-Manatee MPO's list of Congestion Management System (CMS) projects and programmed into the Transportation Improvement Program (TIP) annually. The TIP reflects state and local agency decisions for funding transportation projects and programs, including congestion management.





Each year, a number of operational and travel demand reduction projects are included in the Sarasota-Manatee TIP. The selection of these projects is usually based on the type of strategies that yield the largest benefit-cost ratio. For example, traffic signal improvements and minor intersection improvements have typically shown the most congestion benefits for their expenditure. These strategies can be implemented quickly, so results can be determined much more quickly than other capacity projects. However, this may change once the traffic volume at the intersection exceeds the capacity of that intersection. At that point, improvements will be needed to add capacity to that intersection to complement the traffic signal improvements. In addition to these operational strategies, travel demand reduction strategies such as transit, vanpools, ridematching, and telecommuting also can be implemented in congested locations at relatively low cost and effort.

Implementation of Programmed CMP Strategies

The Sarasota-Manatee TIP and FDOT District 1 Tentative Work Program include various active congestion management projects that include various strategies identified in the strategy toolbox presented earlier in this report. The projects currently programmed for implementation include demand reduction and operational management strategies in:

- Intelligent transportation systems
- Freeway management
- Traffic signal improvements
- Public transit
- Bicycle/pedestrian/trails
- Capacity expansion

Table 8-1 presents the implementation plan for the congestion mitigation projects that are programmed in 2009-2013 Sarasota-Manatee MPO's Five-Year TIP and 2010-2014 FDOT District 1 Tentative Work Program. Table 8-1 also shows the expected year of implementation, responsible party, total cost, and source of funding for each project. It should be noted that Table 8-1 does not include projects currently planned by County and City CIPs. These projects, if any, will be added as more project information becomes available.

In addition, FDOT's Commuter Services program also has been working with local governments and transportation partners in Southwest Florida to reduce traffic congestion and improve air quality by offering a wider range of transportation choices such as bicycling and walking, better accessibility for carpools and vanpools, and transit services. The program is working throughout the FDOT's District 1 to provide employers with turnkey solutions, including program development, on-site events, marketing tools, and program incentives. In Sarasota and Manatee counties,





**Table 8-1
Implementation Plan for Congestion Management Strategies - Manatee County**

County	Project Name	Project Type	Implementation Schedule	Total Project Cost	Funding Source
Manatee	MPO Priority # 1	Miscellaneous - CMS BOX	2009 - 2013	\$2,354,292	XU
Manatee	SR 64 at 67th Street, City of Bradenton	Intersection Improvements	2009	\$633,345	XU
Manatee	I-275 from I-75 to South Sunshine Skyway Bridge	ITS Freeway Management	2013 – 2014	\$5,342,942	FDOT Work Program
Manatee	MCAT Park-and-Ride Lots	Transit	2009 – 2010	\$470,000	FDOT Work Program
Manatee	US 41 at 8 th , 9 th and 17 th Avenue, City of Bradenton	Traffic Signal Updates	2009 – 2010	\$833,476	SA, XU, DIH
Manatee	Bradenton and Palmetto Downtown Mobility Study	Downtown Mobility Study	2009-2010	\$303,991	ACSU
Manatee	MCAT Capital for Fixed Route	Transit	2009 – 2012	\$500,000	LF, FTA
Manatee	MCAT Anna Maria Island Trolley Service	Transit	2009 – 2013	\$3,783,699	FL, DPTO
Manatee	MCAT Operating and Administrative assistance	Transit	2009 – 2013	\$835, 806	LF, DU
Manatee	MCAT State Block Grant for Operating Fixed Route	Transit	2009 – 2013	\$6,712,323	DPTO, DDR, DS, LF
Manatee	MCAT Capital for Fixed Route	Transit	2009 – 2012	\$5,675,000	LF, FTA
Manatee	US 41 at 12th Avenue, City of Bradenton	Traffic Signal Update	2009 - 2010	\$412,144	XU, DIH
Manatee	Haben Boulevard at Riviera Runes, City of Palmetto	Roundabout	2010	\$367,000	SA
Manatee	10th Street West at 14th Avenue West, City of Palmetto	Add Turn Lanes	2010	\$400,000	SA
Manatee	15th Street East at 9th Avenue East and 7th Avenue East, City of Bradenton	Traffic Signal Updates	2009 - 2010	\$840,579	CM, DIH, XU
Manatee	Downtown Mobility Study, Cities of Bradenton and Palmetto	Mobility Study	2010	\$303,991	ACSU





Table 8-1 (continued)

Implementation Plan for Congestion Management Strategies - Manatee County

County	Project Name	Project Type	Implementation Schedule	Total Project Cost	Funding Source
Manatee	SR 789 at Broadway and Lyons, Longboat Key	Add Turn Lanes	2009	\$341,250	XU
Manatee	10th Street West at 10th Avenue West, Palmetto	Add Left Turn Lanes	2011	\$800,000	LFF, DDRF, XU
Manatee	2007 CMS Priority # 1 - Neal Preserve Pathway & Boardwalk	Pathway & Boardwalk Construction	2013	\$300,000	STP, State Enhancement Funds
Manatee	2006 CMS Priority # 1 - Sidewalks to Schools	Sidewalk Construction	2012	\$300,000	STP, State Enhancement Funds

Source: Sarasota Manatee adopted 2009-2013 TIP.

Notes: ACSU: Advance Construction SU; DB: Urban Areas over 200k; DDRF: District Dedicated Revenue; DIH: District In-House Support; DPTO: State Public Transportation Operations; DS: 100% State Funds/Primary for Special Projects; DU: 100% State Funds/Federal Reimbursement; EB: Not Defined; FTA: Federal Transit Administration; LF: Local Funds; LFF: Local Funds for Matching Federal Aid; SA: Surface Transportation Project (STP), any area; SU: Not defined; XU: Surface Transportation Project, Minimum Allocation Urban Areas over 200k.

Table 8-2

Implementation Plan for Congestion Management Strategies - Sarasota County

County	Project Name	Project Type	Implementation Schedule	Total Project Cost	Funding Source
Sarasota	MPO Priority # 1	Miscellaneous - CMS BOX	2009 - 2013	\$2,264,600	XU
Sarasota	US 41 at Bahia Vista Street	Extend Westbound to Northbound Turn Lane	2009	\$25,000	LFF, DDRF, XU
Sarasota	Dynamic Message Signs for US 41 at 2 nd Street and Fruitville Road	Dynamic Message Sign	2010 – 2011	\$621,079	FDOT Work Program
Sarasota	I-75 from Charlotte County Line to Manatee County Line	ITS Freeway Management	2011 – 2012	\$23,779,148	FDOT Work Program
Sarasota	I-75 TMC/System	TMC Software and System Integration	2011 – 20125	\$5,095,681	FDOT Work Program
Sarasota	West Price Boulevard at Palm Avenue, City of North Port	Add Turn Lanes	2009	\$775,000	EB
Sarasota	Venice Downtown Mobility Study	Downtown Mobility Study	2012 – 2013	\$240,000	DDRF, LFF, LFP, XU





**Table 8-2 (continued)
Implementation Plan for Congestion Management Strategies - Sarasota County**

County	Project Name	Project Type	Implementation Schedule	Total Project Cost	Funding Source
Sarasota	Ringling Boulevard at Palm Avenue, City of Sarasota	Roundabout Construction	2010	\$800,000	LFF, DDRF, XU
Sarasota	SR 789 (Gulfstream) at US 41, City of Sarasota	Add Eastbound to Southbound Turn Lanes	2011- 2012	\$865,219	XU, DIH, XU
Sarasota	2007 CMS Priority # 1- Midnight Pass Road	Pedestrian Refuge Islands	2011 - 2013	\$865,220	SE
Sarasota	Relocation of SCAT Bus Transfer Facility	Transit	2010	\$670,000	LF, DPTO
Sarasota	SCAT Operating and Administrative Assistance	Transit	2009 – 2013	\$628,558	LF, DU
Sarasota	SCAT State Block Grant	Transit	2009 – 2011	\$8,561,396	DPTO, DDR, LF
Sarasota	SCAT Capital for Fixed Route	Transit	2009 – 2012	\$9,678,500	LF, FTA
Sarasota	SCAT Park-and-Ride Lots	Transit	2009	\$100,000	DPTO
Sarasota	Sarasota-Manatee MPO Modal Systems Planning	Transit	2009 – 2013	\$1,097,918	LF, DPTO, DU
Sarasota	Sarasota-Manatee MPO Transportation Planning	Transit	2009 – 2013	\$4,161,032	PL

Source: Sarasota Manatee adopted 2009-2013 TIP.

Notes: CST: Not defined; DB: Urban Areas over 200k; DDR: District Dedicated Revenue; DDRF: District Dedicated Revenue; DIH: District In-House Support; DPTO: State Public Transportation Operations; DU: 100% State Funds/Federal Reimbursement; EB: Not defined; LF: Local Funds; LFF: Local Funds for Matching Federal Aid; LFP: Not defined; PE: Not defined; PL: Metropolitan Planning; SA: Surface Transportation project, any area; SE: Not defined; XU: Surface Transportation Project, Minimum Allocation Urban Areas over 200k.

Commuter Services has secured partnerships with more than 30 different employer and stakeholder agencies who are now working to develop transportation programs at their individual worksites. From among these Partners, more than 1,200 employees/commuters are registered in the regional ridematch-database, to find someone with whom to carpool or vanpool.

Selection and Implementation of Potential Strategies

The CMP provides a toolbox of strategies for consideration by the various agencies in Sarasota and Manatee counties to help address congestion or provide mobility options on congested corridors





identified in this CMP. The agencies may propose mitigation projects utilizing the potential strategies identified in the CMP. This process of selecting CMP projects for implementation is repeated annually, or as needed by the agencies participating in the CMP. Using the MPO Project Prioritization Process, CMP projects are programmed into the TIP. Funding for these projects is identified, and the projects are placed in a separate category for congestion management to avoid competition with capacity expansion projects. In addition, projects are also prioritized in county and municipal government Capital Improvement Plans (CIPs) for potential implementation. Table 8-3 shows the congestion management projects identified and prioritized by the MPO in 2008 for potential implementation in Sarasota and Manatee counties.

**Table 8-3
2008 CMS Project Priorities - Sarasota-Manatee MPO**

Priority	Project Name	Project Type	Implementation Schedule	Cost
Manatee County				
1	Cortez Road @ 5th Street West, Manatee County	Intersection Improvements	Realignment and Extend WB to SB Turn Lane	\$485,500
2	Cortez Road @ 59th Street West, Manatee County	Intersection Improvements	Mast Arms, Pedestrian Features, Lit Street Signs	\$308,216
3	Cortez Road @ 43rd Street West, Manatee County	Intersection Improvements	Mast Arms, Pedestrian Features, Lit Street Signs	\$403,504
4	Cortez Road @ 26th Street West, Manatee County	Intersection Improvements	Mast Arms, Pedestrian Features, Lit Street Signs	\$403,504
Sarasota County				
1	Dynamic Message Signs	at US 41, Fruitville Road, Saint Armands Circle, City of Sarasota	Construct Dynamic Message Signs	\$800,000
2	Ringling Boulevard @ Pineapple Avenue	Intersection Improvements, City of Sarasota	Build Roundabout	\$800,000
3	Siesta Drive @ Southgate Mall Entrance	Intersection Improvements, City of Sarasota	Build Roundabout	\$800,000
4	Haberland Boulevard @ Price Boulevard	Haberland Boulevard @ Price Boulevard, City of North Port	New Signal and Turn Lanes in all Directions	\$1,000,000
5	Tuttle Avenue @ DeSoto Road	Intersection Improvements, Sarasota County	NB to WB and SB to EB Left Turn Lanes	\$800,000
6	US 41 @ Lychee Road	Intersection Improvements, Sarasota County	SB to WB Right Turn Lane	\$800,000

Source: Sarasota-Manatee MPO





Monitoring Strategy Effectiveness

Federal planning regulations call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

Data collection and performance monitoring are ongoing with the various periodic assessments of roadway, transit, bicycle/pedestrian/trail, freight network performance in Sarasota and Manatee counties. However, this CMP also identifies the need for a process that support an annual tracking of the effectiveness of the implemented congestion mitigation strategies and the multi-modal transportation system as a whole. This annual process is described in detail below.

Annual State-of-the-System Report

As a key tool in the Sarasota-Manatee CMP, an Annual State-of-the-System Report will be developed in the interim years until the next CMP update. This report will track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multi-modal transportation system as a whole. The same set of quantifiable performance measures established for the Sarasota-Manatee CMP will be used to measure system performance at corridor and system levels. The measures that will be utilized in the Annual State-of-the-System Report on Sarasota-Manatee CMP include:

- **Roadway Performance Measures** including LOS, average travel time and delay, incident delay, and crash rates
- **Public Transit Performance Measures** including passenger trips per revenue hour, average peak service frequency, on-time performance, and annual ridership
- **Bicycle/Pedestrian/Trail Facility Performance Measures** including percent of CMP roadway centerline miles with bicycle facilities, percent of CMP roadway centerline miles with sidewalk facilities, and miles of multi-use trails
- **TDM Performance Measures** including the number of registered carpools or vanpools in the CMP study area





- **Goods Movement Performance Measures** including the total truck vehicle miles traveled (VMT) in the study area

The commitment and schedule for preparing an Annual State-of-the-System Report will be determined by the Sarasota-Manatee MPO CMP Advisory Group.

CMP Actions/Recommendations

The following list of recommendations and actions was developed to enhance the congestion management process and become more efficient in the overall MPO planning process. The actions/recommendations presented below will be reviewed and considered by MPO staff and the Sarasota-Manatee CMP Advisory Group for implementation as necessary.

- Update CMP on a five-year cycle and coincide the CMP update cycle with the LRTP five-year update cycle. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP.
- Develop an Annual State-of-the-System Report to track effectiveness of the implemented strategies, to the extent possible, and to evaluate trends and conditions for the multi-modal transportation system in the Sarasota-Manatee CMP study area.
- Enhance coordination with agencies participating in the CMP by framing desirable strategy types and defining roles in implementation. This is essential, as most congestion and mobility strategies are formulated and implemented by other agencies.
- Establish how the CMP will be integrated into the LRTP process by defining its role in the Sarasota-Manatee MPO's local planning process. The CMP may serve as a generator of specific projects and strategies to be evaluated in the LRTP or as a pre-screening step to narrow the list of strategies to be considered in the LRTP.
- Work with various agencies in Sarasota and Manatee counties and FDOT to implement data collection recommendations and close the data gaps identified in this CMP. A brief summary of these recommendations is presented below.
 - The Sarasota-Manatee MPO should explore the possibility of coordinating the development of a single major road network database for the two-county area for the use of all agencies performing LOS analyses.



- Manatee County should consider performing periodic travel time and delay studies on its most congested corridors. In addition, efforts should be made to include congested corridors that are identified in this CMP but not included in the travel time studies in the CMP study area.
- The future crash data analysis effort should pursue the use of crash rates in addition to crash frequencies to identify high crash intersections and roadways in the context of travel volumes.
- The transit data collection methods and reporting procedures should continue to include frequency, ridership, and revenue hours. In addition, on-time performance data should be integrated into the CMP as available.
- A single roadway database, as indicated earlier for roadway LOS analysis, should be maintained with information on bicycle and sidewalk facility availability for each CMP roadway segment. This would support a monitoring effort for the complete study area.
- Perform outreach and education efforts to inform interested parties and stakeholders. These may include:
 - Maintain a CMP website on the MPO web site.
 - Develop a brochure and/or newsletter on the CMP and its benefits.
 - Conduct outreach events to coincide with the LRTP public involvement efforts to educate the public and various stakeholders about the CMP toolbox of strategies.
- Continue monitoring changes to federal CMP regulations and modify/update CMP to reflect new requirements.



