



Chapter 9
Projects/Delivery



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Supporting Documents

- Central Manatee Network Alternatives Analysis Study
- Sarasota/Manatee Barrier Island Traffic Study
- US 41 Multi Modal Emphasis Corridor Study
- Public Transportation Alternatives Study
- Safety Plan: Fatality/Injury Reduction
- Resiliency/Vulnerability Assessment





9.0 Projects/Delivery

The MPO serves as a steward of public resources.

The MPO advances projects with a local match and encourages public/private partnerships to reduce delays in project development and completion.

The MPO strives to achieve national, state, and local performance goals by prioritizing study recommendations.

Project delivery is perhaps the most public-facing function of an MPO. Project delivery involves the actual expenditure of significant dollars – nearly \$1.12 billion in FDOT’s Five-Year Work Program in FY 2021-25 for the region – to improve mobility in the region. Any construction project also introduces the chance of schedule overruns, increasing delay for all road users. To help track progress and avoid the issue of time overruns FDOT, and the MPO by reference, established the core measure for project delivery as the percentage of projects completed within 20 percent of the original schedule.

The LRTP has specifically pledged to reduce major project costs by maintaining the existing transportation system and investing in projects that enhance regional mobility and support multi modal accessibility and congestion management. This coordinates with the Federal Highway Administration’s MAP 21/FAST Act which requires LRTPs to promote jobs and the economy, reduce project costs, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.

The three primary documents that guide this goal within the LRTP are:

- Central Manatee Network Alternatives Analysis Study (2020)
- Sarasota/Manatee Barrier Island Traffic Study (2020)
- US 41 Multi Modal Emphasis Corridor (2019)

Projects/Delivery

Objectives

Projects shall...

-  **Analyze** project readiness and monitor progress to reduce delay
-  **Prioritize** projects with local match and/or public/private partnership
-  **Implement** projects recommended from plans, studies, and the LRTP

Prioritization Factors

Does the project...

- Continue or complete** an existing MPO priority project?
- Have** a local match?
- Include** a public/private partnership?
- Advance** a local jurisdiction’s top priorities?
- Address** an identified need in an FDOT or MPO feasibility study?
- Support** a priority of the LRTP?



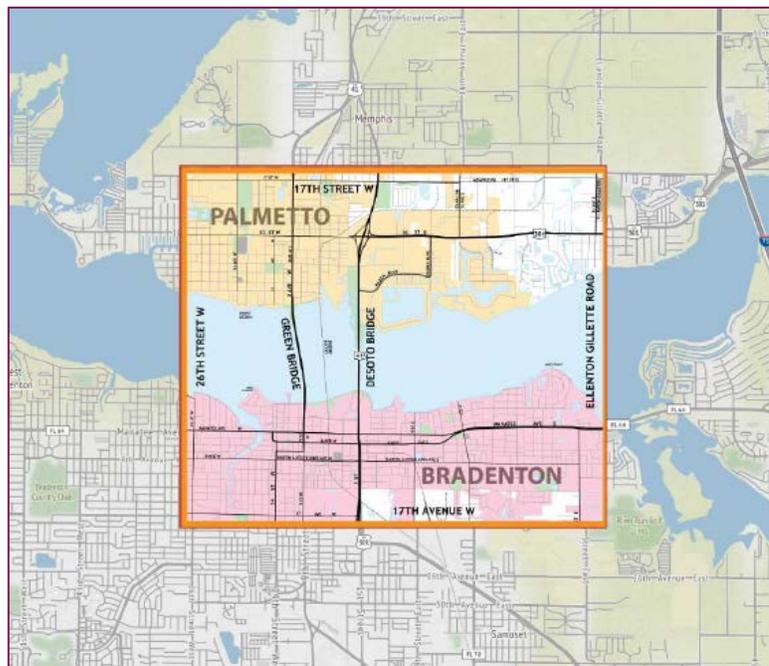
9.1 Central Manatee Network Alternatives Analysis

The Manatee River, an important regional ecological and cultural asset, also poses as a barrier to mobility within Central Manatee County. The Central Manatee Networks Alternative Analysis was commissioned to study and, ultimately, help alleviate some of these effects. The analysis reviewed mobility in the study area through the lens of the river, first identifying goals and objectives, then concept development, and culminating in project programming.

The assessment identified projects that would improve traffic operations, transit, and bike/ped safety. Generally, operational improvements involved modifying intersections, introducing turn lanes, and retiming traffic signals with a goal of reducing vehicular delay. Transit and pedestrian improvements focused on expanding capacity, route modifications, closing sidewalk gaps, and ADA improvements.

Shared-use recreational trails were identified, providing a regional system to connect public schools, parks, a conference center, employment centers, and neighborhoods. Finally, bicyclist safety was focused on in a Bicycle Systems Plan, developed for people riding bikes, recommending improvements to over 60-miles of roadway ranging from arterials, to collectors, to local streets.

The longest-term, most significant project proposed by the analysis is the replacement or addition of an additional bridge across the Manatee River. 12 total alternative corridors are shown in **Figure 9-1** along three different corridors. Each alternative is proposed to accommodate multi modal travel through a variety of approaches, including at-grade widening, elevated throughways, and a multiway boulevard. These alternatives will be subject to a PD&E and eventual funding for implementation.





9.2 Sarasota/Manatee Barrier Islands Traffic Study

The Sarasota/Manatee Barrier Islands Traffic Study was created to understand how best to move people on and off the barrier islands during peak season, a time when significant traffic congestion forms. The study segmented the barrier islands, Anna Maria Island, Holmes Beach, Bradenton Beach, Longboat Key, St. Armand's Circle, and Lido Key, into two study subareas based on bridge access points.



The study, which was finalized in February 2020, initially identified the following six basic categories of issues impacting mobility in the study area:

1. Roadway Capacity – Several intersections impede traffic flow.
2. Parking Capacity – Parking on the island is limited relative to peak demand.
3. Transit Connectivity – Several major gaps exist, impeding access without a car.
4. Micromobility and Nonmotorized Options – Comprehensive, dedicated networks for alternate modes do not exist.
5. Planning and Wayfinding – No dynamic signage or wayfinding currently exist.
6. Bridges – Drawbridges contribute to delay throughout the day.

The study is project-driven, providing a multitude of opportunities to improve mobility within the study area, one that is crucial to the region's economy. Projects were first individually ranked by the four selected Measures of Effectiveness (MOEs), including Number of Persons Served, Reduction in Vehicle Miles Traveled, Emission Reduction, and Cost. These four rankings based on MOEs were combined into a final, weighted ranking to make up the top 25 projects. Broadly, the proposed solution strategies are focused into six main categories, including:

1. Alternate Modes
2. Guest Education
3. Parking
4. Rideshare
5. Staffing
6. Roadway Utilization

The MPO has prioritized recommendations for funding through the Transportation Improvement Program according to goals and priorities identified by the local municipal partners. The resulting Barrier Island Traffic Study Priority Projects are shown as **Table 9-1**.



Table 9-1: Barrier Island Traffic Study Priority Projects

Rank	Facility (Project)	Limits	Description of Improvement
1	SR 64/Manatee Ave/ Anna Maria	from SR 789 to Perico Bay	New/Replacement Bridge including Bus-on-Shoulder
2	SR 684/Cortez Rd	from SR 789 to 123rd St W	New/Replacement Bridge including Bus-on-Shoulder
3	SR 789/Ringling/Coon Key	from Bird Key to Sarasota Harbor W	New/Replacement Bridge including Bus-on-Shoulder
4	SR 789/Gulf of Mexico Dr /Longboat Pass	from North Shore to Coquina Beach	New/Replacement Bridge
5	SR 789/Gulf of Mexico Dr	from Longboat Pass Bridge to 27th St N	Multi Modal Capacity
6	SR 789/Gulf of Mexico Dr	from 27th St N to Palm Dr/Gulf Dr Intersection	Multi Modal Capacity
7	John Ringling Causeway	East of Coon Key Bridge to East of John Ringling Bridge	Multi Modal Improvements
8	SR 789/Gulf of Mexico Dr	at Broadway St	Roundabout
9	SR 684/Cortez Rd	at 75th St W	Turn Lanes
10	SR 789/Gulf of Mexico Dr	at Longboat Club Rd	Roundabout
11	SR 789/Gulf of Mexico Dr	Within Town of Longboat Key limits	Multi Use Trail

This study serves as an example of pre-vetted projects that were the result of substantial public involvement and data analysis. The 2045 LRTP should consider funding and implementation of these projects as a mechanism to support broader goals, including support of economic vitality.



9.3 US 41 Multi Modal Emphasis Corridor

One of the MPO's mechanisms for funding and delivering projects is the US 41 Multi Modal Emphasis Corridor (MMEC). The MMEC, which includes about 50 miles of US 41 and Business 41 between Palmetto and North Port, was established by the 2035 LRTP to assist with redevelopment and revitalization of the corridor through the allocation of funds intended specifically for multi modal transportation improvements.

The MMEC Program provides funding to a wide variety of multi modal projects including pedestrian and bicycle facility improvements, lighting, traffic calming, trails, transit infrastructure, ITS improvements, intersection and access management improvements, and landscaping. Selected projects must also follow a set of guiding principles and specific rules designed to promote both MPO and local goals, including improving safety, encouraging economic development, and having local support.



To better prioritize funding, the MPO produced a report designed to identify gaps along the corridor based on analysis of past and current Transportation Improvement Plan (TIP) projects and local capital improvement programs. In sum, the report reviewed nearly 100 completed, under way, or planned projects. This analysis helped to gain a better understanding of how this collection of projects can help meet MPO goals and performance measures.

Another focus of the report was completing a safety assessment of ten high-crash areas of concern along the corridor. This assessment resulted in both short- and long-term projects to enhance safety conditions at each specific location, including enhanced lighting and pedestrian crossings, new sidewalks, improved bicycle facilities, signage, and changes to intersection geometries. The report also proposed similar general corridor-wide considerations that, when complete, will enhance the safety of all road users and especially vulnerable road users like people walking or biking.



performance. Additionally, the MPO's Vision Zero Action Plan will provide an educational framework for jurisdictions to catalyze the development of their own local Vision Zero Action Plans.

9.4.3 Resiliency/Vulnerability Assessment

The MPO was selected as one of the six regions throughout the United States to receive training on developing an emergency recovery plan funded through an FTA research grant. The All Hazards Recovery Plan Workshop provided attendees with the tools, knowledge, skills, and resources to develop an emergency transportation recovery plan that includes coordinated transit, transportation demand management (TDM), and intelligent transportation system (ITS) strategies. This plan was developed recognizing the specific needs, resources, and relationships with emergency responders within each region. One of the recommendations of the 2018 Security Assessment Report was to consider a more robust vulnerability/mitigation analysis of regional assets and infrastructure.

The purpose of this project is to develop and apply new methods that integrate resilience corridor planning with transportation planning and decision making to assess and mitigate risks from all hazards that affect the Sarasota/Manatee region's transportation system. Vulnerability, risk and mitigation-evaluation methods and tools will be developed and applied to the region and refined based on lessons-learned and guidance provided by experts, stakeholders, and the All-Hazards Recovery Training. A process for developing implementation programs based on these analyses will also be developed and recommendations made to incorporate risk into the MPO's project prioritization process. The resulting methods, tools, processes and recommendations will be documented and training will be included for MPO staff and jurisdictions so that the methods, tools, and processes can be incorporated in future efforts to develop transportation resilience plans for the Sarasota/Manatee transportation system and to enhance local and regional hazard mitigation plans.