



## 2045 Long Range Transportation Plan Objectives

- Increase access to bus stops and transfer stations; and availability of park and rides.
- Expand access to essential services and affordable housing
- Improve access for persons with disabilities
- Ensure equity in all transportation decisions

» The MPO incorporates access, equity, and multiple modes in project priorities.



Image courtesy of Friends of The Legacy Trail

Efficient roadways and public transit affect access to jobs, education, and healthcare opportunities.

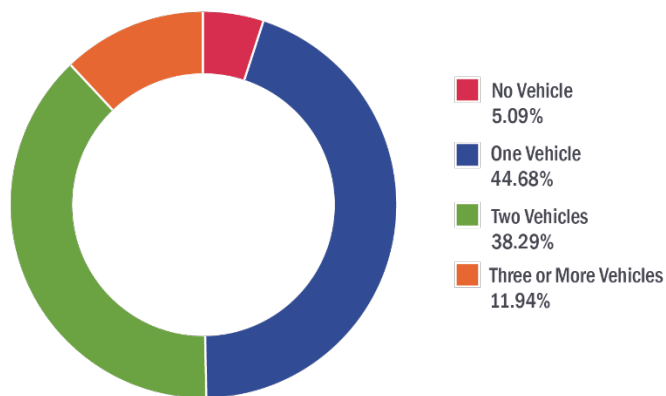
Source: U.S. Department of Transportation (DOT) Relationship to Public Health 2018



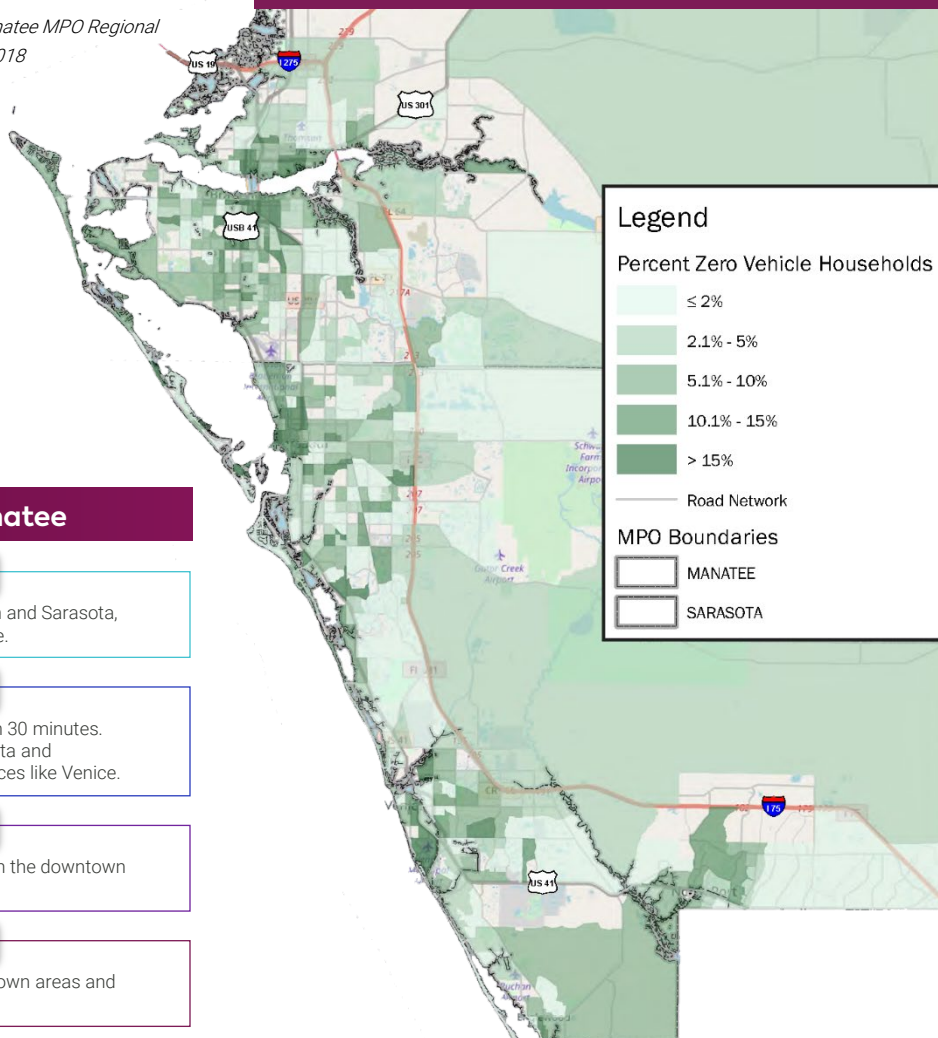
Accessibility measures the number of destinations reachable in each travel time.

Source: Sarasota/Manatee MPO Regional Accessibility Report, 2018

### Vehicles Available for Occupied Housing Units



### Zero Vehicle Households



# 15%

Of people living in Sarasota/Manatee region have Limited English Proficiency.

Source: 2014-2018 ACS 5 Year Estimate US Census

### Accessibility in Sarasota and Manatee

#### Auto

- Local access to jobs within 30 minutes radiate from Bradenton and Sarasota, as expected, and that most of the region is relatively accessible.

#### Transit

- Fewer job opportunities are available to the transit riders within 30 minutes. Most of the accessibility is concentrated in the cities of Sarasota and Bradenton, with some additional pockets of accessibility in places like Venice.

#### Bicycle

- Bicycle accessibility is like transit and is heavily concentrated in the downtown areas.

#### Walk

- Walk accessibility to work is feasible realistically only in downtown areas and along major corridors.



» The MPO accommodates people of different ages, backgrounds, and abilities by supporting trails and an active transportation network.

## Locations with Higher Percentages of Commuters Using Transit (20% to 40%, and 40% or more)



Downtown Bradenton by US 41



Barrier island locations of Holmes Beach, Longboat Key, and the area just north of St. Armands



South of the Sarasota Bradenton Airport in Bayou Oaks, Newtown, Central Cocoanut, and Downtown Sarasota



Venice in the residential area northeast of the Venice Municipal Airport



North Port in the residential areas along US 41/Tamiami Trail

Images courtesy of Google Maps, Satellite View

## Active Projects

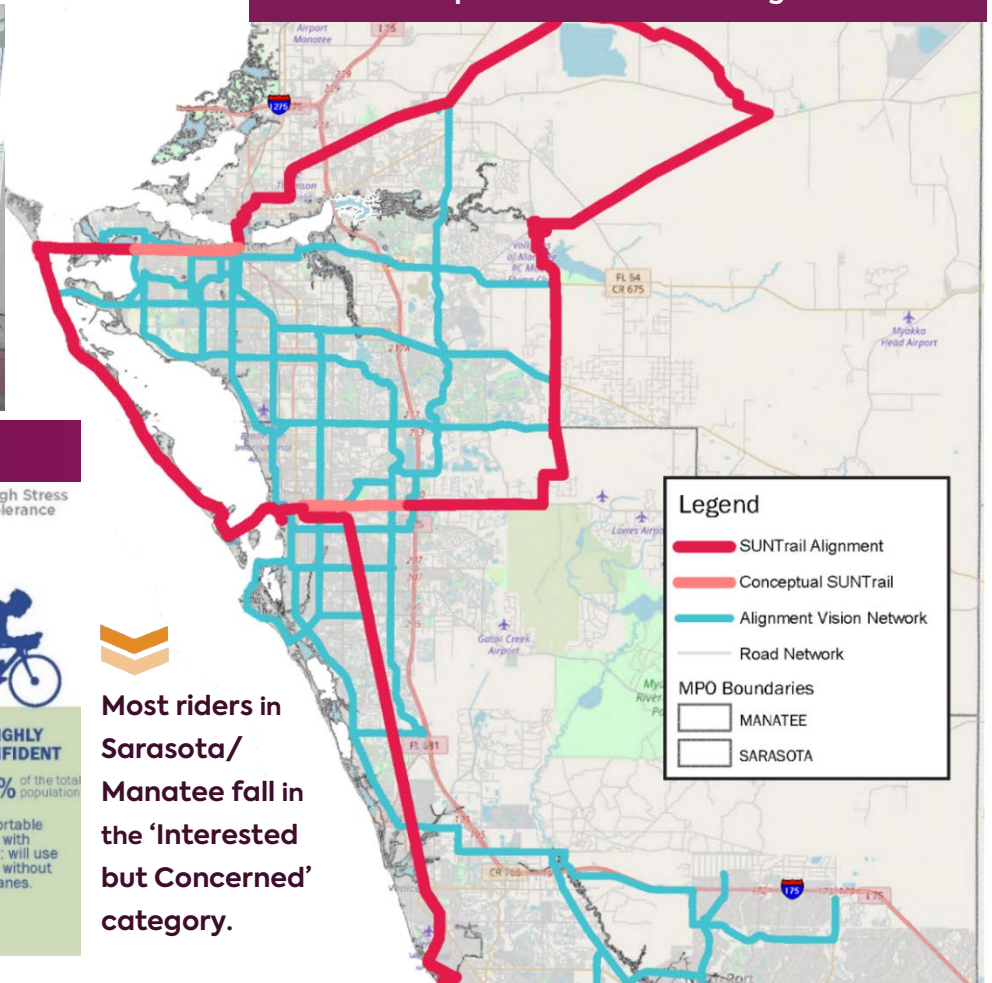
Project	Description	Location
Legacy Trail from Culverhouse Nature Park to Ashton Rd	Multi Use Trail	Sarasota County
Palmetto Trails Network from US 41/ Riverside Dr to Washington Park	Multi Use Trail	Palmetto
Bradenton Beach Complete Streets Improvements	PD&E* Study	Bradenton Beach

\*Project Development and Environment Study

## Active Transportation Network Long Term Vision



Image courtesy of Corinne Tucker



**Legend**

- SUNTrail Alignment
- Conceptual SUNTrail
- Alignment Vision Network
- Road Network

MPO Boundaries

- MANATEE
- SARASOTA

## Bicycle Design User Profiles

Low Stress Tolerance → High Stress Tolerance



### INTERESTED BUT CONCERNED

51-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### SOMEWHAT CONFIDENT

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

### HIGHLY CONFIDENT

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



Most riders in Sarasota/Manatee fall in the 'Interested but Concerned' category.

Source: Adapted by Kittelson & Associates, Inc. from FHWA Separated Bike Lane Planning and Design Guide

## National Goal

- Enhance performance of the system while protecting and enhancing the natural environment.

## Federal Planning Factor

- Increase the accessibility and mobility of people and freight