Neighborhoods and the Environment in the Sarasota/Manatee Region: Data Analysis and Review
Kathleen Rooney, Project Manager
November 2, 2017

Source: Sarasota/Manatee 2040 Strategic Mobility Plan
1. ABOUT THE SARASOTA/MANATEE REGION
2. ABOUT ACCESSIBILITY
3. HOW ACCESSIBLE IS THE SARASOTA/MANATEE REGION?
4. WHAT DOES THIS MEAN FOR THE SARASOTA/MANATEE REGION?
ABOUT THE SARASOTA/MANATEE REGION
WHERE PEOPLE LIVE

2016 Population Estimates

Manatee County: 375,888
+ Sarasota County: 412,569
= 788,457 people in the region

Source: 2010 Census
WHERE PEOPLE WORK

2017 Employment Estimates

Manatee County: 123,871  
+  
Sarasota County: 169,747  
=  
293,618 jobs in the region

TOP 3 SUPER-SECTOR GROWTH INDUSTRIES

Manatee County – Information, Leisure and Hospitality; and Other

Sarasota County – Information, Professional and Business Services, and Natural Resources

Source: Wood and Poole Economics
WHAT CHANGE IS POTENTIALLY COMING?

By 2040, we anticipate a region that is:

- Becoming older, wealthier, and more ethnically diverse
- Struggling with a persistent income divide
- Still adjusting to shifts in transportation mode demands with aging population and millennials
- Maintaining a stable economy and growth in white-collar professions
- Expanding eastward

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Source: Tampa Bay Region Trends Sources: Hillsborough County 2040 Long Range Transportation Plan; One Bay, Tampa Bay Regional Planning Council.
ENVIRONMENT: WATER AND AIR QUALITY

Polluted Waterways (left)
Air quality monitoring (right)

Source (Right): Florida Department of Environmental Protection, Division of Air Resource Management
ENVIROMENT: SEA LEVEL RISE AND FUTURE WEATHER EVENTS

Myrtle Street Storm Surge

<table>
<thead>
<tr>
<th>Name</th>
<th>URBAN MAJOR COLLECTOR</th>
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<tbody>
<tr>
<td>Functional Class</td>
<td>MYRTLE STREET</td>
</tr>
<tr>
<td>Feet In Category 1</td>
<td>21</td>
</tr>
<tr>
<td>Feet In Category 2</td>
<td>6</td>
</tr>
<tr>
<td>Feet In Category 3</td>
<td>38</td>
</tr>
<tr>
<td>Feet In Category 4</td>
<td>1</td>
</tr>
<tr>
<td>Feet In Category 5</td>
<td>1370</td>
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<tr>
<td>Feet In Category 6</td>
<td>20</td>
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<tr>
<td>Feet In Category 7</td>
<td>4602</td>
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<tr>
<td>Feet In Category 8</td>
<td>68</td>
</tr>
<tr>
<td>Feet In Category 9</td>
<td>6411</td>
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<tr>
<td>Feet In Category 10</td>
<td>95</td>
</tr>
<tr>
<td>Begin MilePt</td>
<td>6.201</td>
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<tr>
<td>End MilePt</td>
<td>1.9</td>
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<tr>
<td>Length Of Segment (Feet)</td>
<td>6779.049793</td>
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<tr>
<td>Type</td>
<td>RCI OFF</td>
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<tr>
<td>Evacuation Route</td>
<td>NO</td>
</tr>
<tr>
<td>County</td>
<td>SARASOTA</td>
</tr>
<tr>
<td>Avg Daily Traffic - Min</td>
<td>6100</td>
</tr>
<tr>
<td>Avg Daily Traffic - Max</td>
<td>6100</td>
</tr>
<tr>
<td>Min Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Max Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Federal Aid</td>
<td>SURFACE TRANSPORTATION</td>
</tr>
<tr>
<td>PUBLIC HEALTH</td>
<td></td>
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<tr>
<td>---------------</td>
<td></td>
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<tr>
<td><strong>Length of Life</strong></td>
<td><strong>Manatee</strong></td>
</tr>
<tr>
<td>Premature death</td>
<td>6,500</td>
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<tr>
<td><strong>Quality of Life</strong></td>
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<tr>
<td>Poor or fair health</td>
<td>11%</td>
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<tr>
<td>Poor physical health days</td>
<td>3.2</td>
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<tr>
<td>Poor mental health days</td>
<td>3.8</td>
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<tr>
<td><strong>Health Behaviors</strong></td>
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<tr>
<td>Adult smoking</td>
<td>13%</td>
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<tr>
<td>Adult obesity**</td>
<td>21%</td>
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<tr>
<td>Food environment index**</td>
<td>7.3</td>
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<tr>
<td>Physical inactivity**</td>
<td>21%</td>
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<tr>
<td>Access to exercise opportunities</td>
<td>95%</td>
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<tr>
<td>Alcohol-impaired driving deaths</td>
<td>34%</td>
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<tr>
<td><strong>Clinical Care</strong></td>
<td></td>
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<tr>
<td>Uninsured</td>
<td>20%</td>
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<tr>
<td>Primary care physicians</td>
<td>1,310:1</td>
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<tr>
<td>Mental health providers</td>
<td>640:1</td>
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<tr>
<td>Preventable hospital stays</td>
<td>32</td>
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<tr>
<td>Diabetes monitoring</td>
<td>87%</td>
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<tr>
<td><strong>Physical Environment</strong></td>
<td></td>
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<tr>
<td>Air pollution - particulate matter</td>
<td>7.0</td>
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<tr>
<td>Drinking water violations</td>
<td>No</td>
</tr>
<tr>
<td>Severe housing problems</td>
<td>19%</td>
</tr>
<tr>
<td>Driving alone to work</td>
<td>83%</td>
</tr>
<tr>
<td>Long commute - driving alone</td>
<td>30%</td>
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</tbody>
</table>

**Sarasota and Manatee counties:**
- Rank well in overall quality of health compared with other Florida counties and state averages
- Access to care

Selected statistics from [Countyhealthrankings.org](http://Countyhealthrankings.org)

IPUMS
Housing burden by tenure and race/ethnicity: Sarasota-Bradenton-Venice, FL Metro Area, Renters, 2014

- All: 54.4%
- White: 51.7%
- Black: 68.8%
- Latino: 57.9%
- People of color: 61.9%

IPUMS
KEY TAKEAWAYS

- Regional understanding is incomplete
- Much discussion and opportunity on the potential of transportation and transportation agencies advancing other community goals
- Accessibility can start to connect many of these community issues directly to transportation decisionmaking
ABOUT ACCESSIBILITY
WHAT IS ACCESSIBILITY AND HOW IS IT MEASURED?

Accessibility is measured as the number of destinations reachable by a set of origins in a given travel time.
HOW IS IT CALCULATED?

Where:

**OPPORTUNITIES** = Number of Jobs (HBW) or Number of Retail/Service Establishments (HBNW)

**TRAVEL TIME** = Time to reach opportunity over *actual network* (Network Analyst)

**DECAY** = Factor reflecting decrease in value of opportunity that are farther away
Patterns of land use and development can bring your destinations closer to you to enhance accessibility. Transportation systems provide connectivity and mobility that enhance accessibility.

New solution sets are possible:

- Increased densities
- New transit services
- Human scale development
- Expanded walking opportunities
- Redevelopment as a priority
- New biking trails
New metric that encompasses land use, network connectivity, performance

Direct measure of what matters – access to opportunities

Measures across all travel modes (multimodal planning)

Shifts focus to moving people & goods *rather than* “solving” congestion

Encourages greater coordination between land use and transportation decisions (integrated planning tool)

Measures disparities for differing groups across differing purposes and modes (ladders of opportunity)
3 HOW ACCESSIBLE IS THE SARASOTA/MANATEE REGION?
AUTO: HOW MANY JOBS ARE ACCESSIBLE BY CAR WITHIN 30 MINUTES?

- Focus on jobs within 10 miles of Sarasota and Manatee Counties
- Accessibility radiates from Bradenton and Sarasota
Transit is served by Sarasota County Area Transit (SCAT) and Manatee County Area Transit (MCAT).
TRANSIT: HOW MANY JOBS ARE ACCESSIBLE BY TRANSIT WITHIN 30 MINUTES?

• 30 minute total commute time
• Focus on jobs within 10 miles of Sarasota and Manatee Counties
TRANSIT: HOW MANY JOBS ARE ACCESSIBLE BY TRANSIT WITHIN 60 MINUTES?

• Focus on jobs within 10 miles of Sarasota and Manatee Counties
• Same pattern as 30 minute commute, but larger radius of accessibility
BICYCLE: HOW MANY JOBS ARE ACCESSIBLE BY BIKE WITHIN 30 MINUTES?

Smaller scale than transit, but a similar pattern with higher accessibility near the downtown areas.
WALK: HOW MANY JOBS ARE ACCESSIBLE BY WALKING WITHIN 30 MINUTES?

• Feasible realistically only in the downtown areas
MULTIMODAL ACCESSIBILITY SUMMARY

Downtown Sarasota
(3.3 million by auto)
Transit: 1.2%
Bike: 0.9%
Walk: 0.3%

Palmetto
(3 million by auto)
Transit: 0.3%
Bike: 0.4%
Walk: 0.1%

Bradenton
(3 million by auto)
Transit: 0.6%
Bike: 0.5%
Walk: 0.2%

Robert Taylor C. Center
(3.5 million by auto)
Transit: 0.2%
Bike: 0.3%
Walk: 0.01%
For existing conditions or in conjunction with future trends, plans or policies:

- Show **patterns** in accessibility scores by location as template for grading multimodal choices
- Predict **mode choice** for work or non-work travel for any location
- Perform **transit or corridor planning** taking into account land use and transportation network elements
- Evaluate **Smart Growth** and **Transit Oriented Development** plans or policies
- Design efficient and connected **pedestrian and bicycle networks** and **last mile** access for transit
- Measure **equity of accessibility** for various segments of the population
- Project **evaluation and prioritization**
WHAT DOES THIS MEAN FOR THE SARASOTA/MANATEE REGION?
BICYCLING: CAN PEOPLE ACCESS THE TYPES OF LOCATIONS THEY NEED THE MOST?

Sarasota will have a higher number of essential services.

This area has fewer essential services, but the different types are closer together.

This measure identifies how many of these essential services for which at least one is available by bike.
BICYCLING: CAN PEOPLE ACCESS THE TYPES OF LOCATIONS THEY NEED THE MOST?

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WALK: CAN PEOPLE ACCESS THE TYPES OF LOCATIONS THEY NEED THE MOST?

Sarasota will have a higher number of essential services.

When compared to biking, this is no longer an accessible location.

- This measure identifies how many of these essential services for which at least one is available by walking.
• Dark blocks are places where some form of medical facility is available within a 30-minute bicycle ride.
WALK: ARE MEDICAL FACILITIES ACCESSIBLE?

- Dark blocks are places where some form of medical facility is available within a 30-minute walk.
• Dark-green blocks are places where some form of grocery store is available within a 30-minute walk.
For more information contact:
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