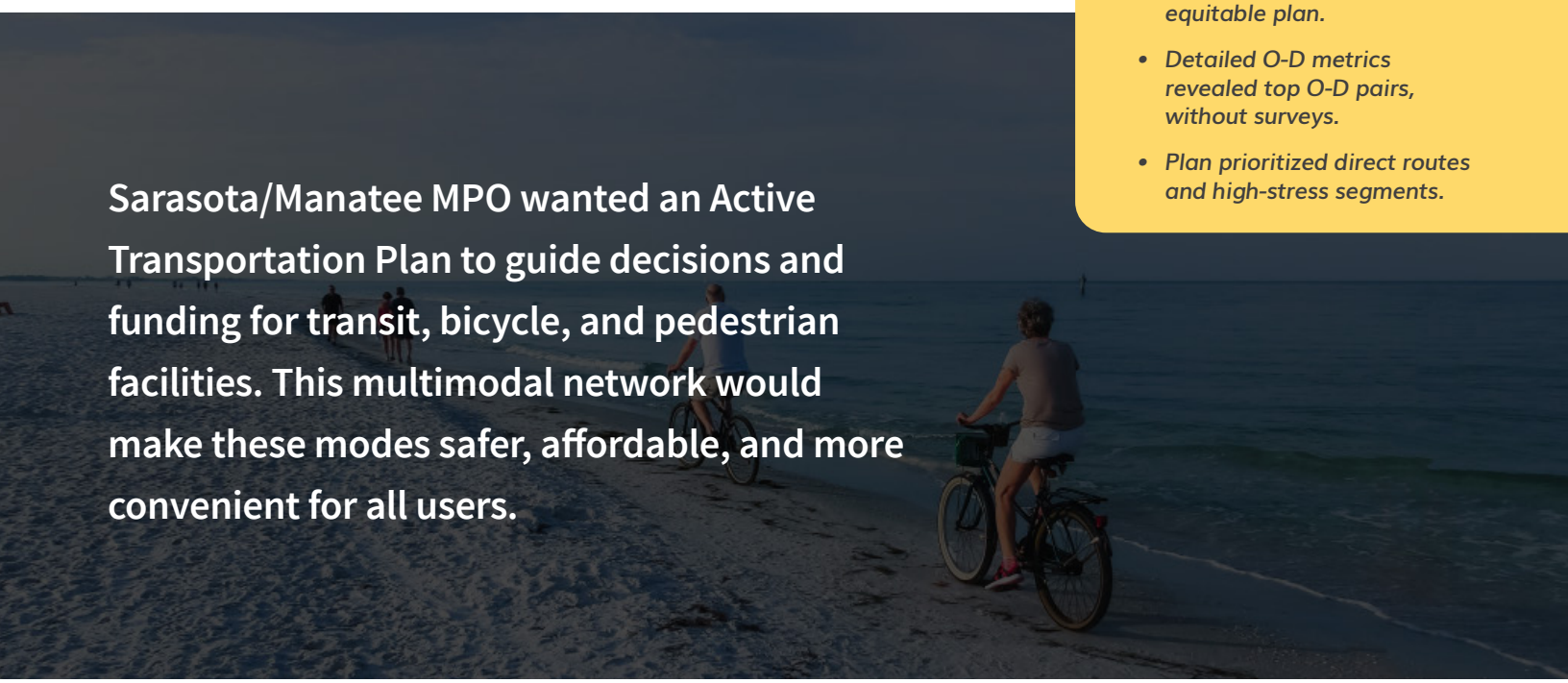
Active Transportation Plan for Sarasota

EXECUTIVE SUMMARY

- *Planners wanted a comprehensive and equitable plan.*
- *Detailed O-D metrics revealed top O-D pairs, without surveys.*
- *Plan prioritized direct routes and high-stress segments.*



Sarasota/Manatee MPO wanted an Active Transportation Plan to guide decisions and funding for transit, bicycle, and pedestrian facilities. This multimodal network would make these modes safer, affordable, and more convenient for all users.

Mission: Improving Transportation Choices

Sarasota/Manatee wanted to set a strong foundation for a multimodal network of bicycle and pedestrian facilities connecting key destinations, transit services, and the Shared-Use Non-motorized (SUN) Trail network.

The Active Transportation Network (ATP) would be built on the needs of the region, after assessing existing bicycle, pedestrian, and transit networks in Sarasota and Manatee Counties.

The MPO asked Kittelson & Associates to manage the project and provide recommendations to better connect bicycle and pedestrian facilities to transit and other destinations, while also:

- Improving safety for people walking, bicycling, and riding transit
- Increasing the number of walking, bicycling, and transit trips in the region
- Promoting equity in the transportation planning, design, funding, implementation and evaluation process
- Achieving a connected, safe, accessible and comfortable network for bicyclists, pedestrians, trail users, and transit riders

> **"These data enable a clear understanding of how to address people's travel needs efficiently with fixed-route and, in some cases, flexible services."**
>
> SARASOTA/MANATEE MPO REPORT

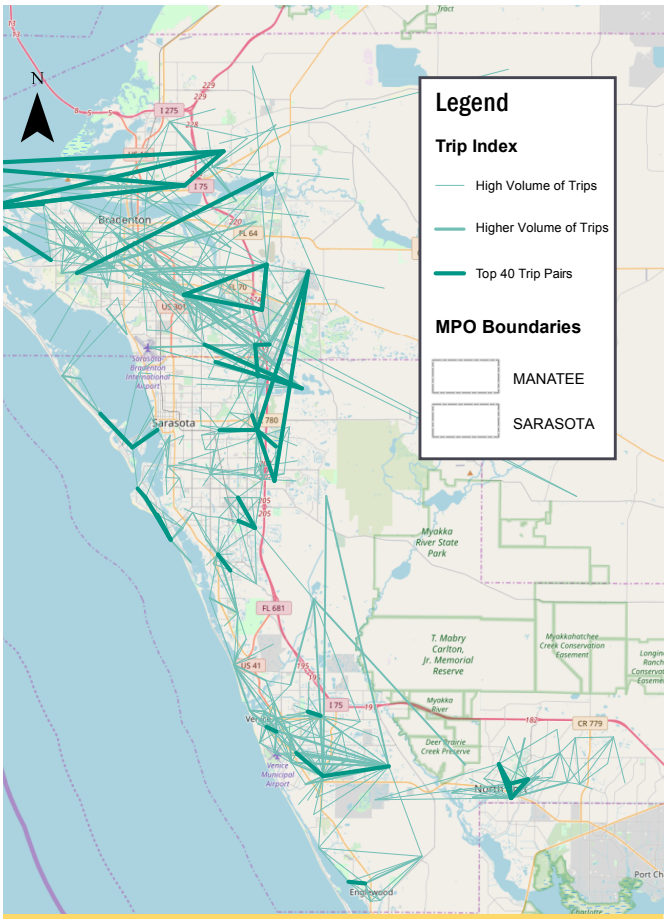
Analysis: Mapping the Top O-D Pairs

Working with metrics from Streetlight Data, Kittelson's team was able to analyze the region's origin and destination (O-D) travel in granular detail. Specifically, analysts subdivided O-D pairs by these metrics:

- Peak versus off-peak seasons
- Weekday versus weekend
- Hour of the day
- Income level

With this detail, analysts identified the top 40 O-D pairs overall, based on the plan goals. Then they identified relative demand between those O-D pairs and activity centers. The study also analyzed how existing travel patterns aligned with transit routes.

At the same time, the MPO hosted public meetings, centered on how people wanted and needed to move around the region without an automobile.



Granular analysis of O-D pair volume by season, day, hour, and income level revealed the top 40 overall.

Results: Data-Supported Active Transportation Plan

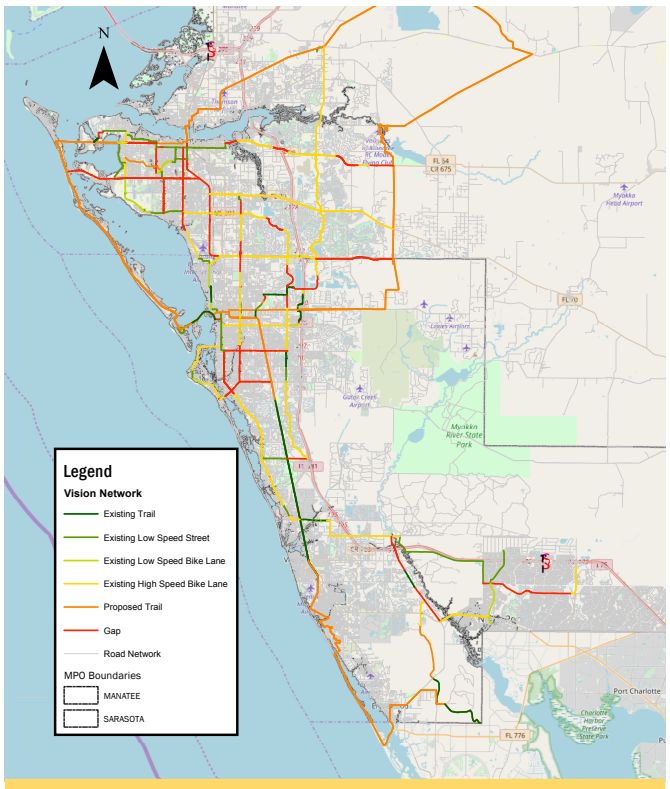
To create the final ATP, planners drew two routes between each activity center:

1. Shortest path — shortest distance between activity centers using all roads and trails.
2. Existing bikeable routes — shortest distance between activity centers using only the existing low-stress network.

They also identified infrastructure gaps that could be filled to more closely align the existing low-stress network with the shortest path.

The near-term network plan prioritizes bike routes that exist today and smaller gaps that can be filled to improve route directness. Longer-term goals include new routes on major corridors.

Locations with no bike facilities and high-stress segments (on-street bike lane with posted speed 35 mph or greater) were organized into potential future projects. The project list was scored against the MPO's measures of effectiveness and included in the ATP Report.



The final Active Transportation Plan vision network prioritizes bike routes that exist today and smaller gaps that can be filled to improve route directness.