



Sarasota/Manatee Metropolitan Planning Organization

Technical Advisory Committee Meeting

DATE: Monday, March 9, 2020

TIME: 10:00 a.m.

LOCATION: Sarasota/Manatee MPO
8100 15th Street East
Sarasota, Florida 34243



Wireless Access Available
Network Name: MPO_Guests
Password: internet

Colleen McGue, Chair, City of Sarasota Representative

AGENDA

1. Call to Order and Confirmation of a Quorum

2. Pledge of Allegiance

3. Public Comment

Anyone wishing to speak on a specific agenda item or under the Public Comment section is requested to fill out a "Public Comment" card and provide it to MPO staff. Speakers will be limited to two minutes.

4. Action Items

a. Meeting Minutes for January 13, 2020

b. US 41 MMEC Gap and Safety Analysis (Chris Keller, Tindale Oliver)

c. 2045 Long Range Transportation Plan (LRTP) Vision (Leigh Holt, MPO)

5. Reports and Presentations

a. 2045 Modeling Methodology (Alvimarie Corales, MPO)

b. Annual Report (Corinne Tucker, MPO)

c. 2018 Safety and Security Interactive Map (Dongyi Zhao)

d. FDOT Report (Jesten Abraham, FDOT)

e. Staff Report

f. Once Around the Table

6. Adjourn

Upcoming Meetings:

PTTF Meeting: March 23, 2020, 8:15 a.m.; MPO Office, 8100 15th Street East Sarasota, 34243

MPO Board: March 23, 2020, 9:30 a.m.; Holiday Inn, 8009 15th Street East Sarasota, 34243

MPO Board Workshop: April 20, 2020: time and location to be determined

Technical Advisory Committee: May 4, 2020, 10:00 a.m., 8100 15th Street East Sarasota, 34243

All interested parties are invited to appear and be heard on each of the above items. Written comments filed with the MPO will be considered. Copies of all the above proposed documents are available by calling the MPO Office at 941-

359-5772.

Public Comment: This notice is published pursuant to the requirements of the Federal Laws, Florida Statutes, and MPO Policy. No stenographic record by a certified court reporter is made of this meeting. Accordingly, any person who may seek to appeal any decisions involving the matter noticed herein will be responsible for making a verbatim record of the testimony and evidence at this meeting upon which any appeal is to be based.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Sarasota/Manatee MPO at 941-359-5772 at least seven (7) days prior to the meeting.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he/she has been discriminated against because of race, color, religion, sex, age, national origin, disability or family status may file a complaint with the Sarasota/Manatee MPO Title VI coordinator Leigh Holt at 941-359-5772 or by writing her at 8100 15th Street East, Sarasota, Florida 34243.

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MEETING MINUTES

Chair Colleen McGue called the meeting to order at 10:00 a.m. followed by the Pledge of Allegiance. Rachel McClain, Planning Assistant, confirmed a quorum was present.

Members Present

Jesten Abraham, FDOT
Maika Arnold, Town of Longboat Key Planning, Zoning & Building
Sarah Blanchard, Sarasota County Area Transit
Kent Bontrager, Sarasota Manatee Airport Authority
Isaac Brownman, Town of Longboat Key Public Works
Alison Christie, City of North Port Neighborhood Development Services
Kim Clayback, City of Bradenton Public Works
Alex DavisShaw, City of Sarasota
Nelson Galeano, Manatee County Public Works
George Isiminger, Port Authority
Colleen McGue, City of Sarasota Planning Department
Amy Nelson, City of Venice Planning & Zoning
Ben Newman, City of North Port
Brian Pessaro, TBARTA
Micki Ryan, Sarasota County School Board
Ryan Suarez, Manatee County Area Transit
Kathleen Weeden, City of Venice Engineering Dept.
Paula Wiggins, Sarasota County Public Works

Staff Present

Alvimarie Corales
Victoria Lesko
Rachel McClain
Corinne Tucker
Dongyi Zhao

Guests Present

Chris Keller, Tindale Oliver
Frances M. Nunez Lugo, City of North Port Public Works
Peyton McLeod, Patel, Greene & Assoc.
Gerardo Traverso, City of North Port Public Works

Approval of the November 4, 2019 Meeting Minutes

Ms. Maika Arnold made a motion to approve the minutes with the noted correction (Ms. Colleen McGue stated City of Sarasota Commission adopted the ~~Bike Share~~ Multi Modal Connection program.) It was seconded by Ms. Kathleen Arnold and passed unanimously.

Public Comment

There was no one from the public that wished to speak.

Action Items

a. Transportation Improvement Program (TIP) Amendments

Mr. Jesten Abraham, FDOT, provided a brief overview of the amendments. Mr. Ryan Suarez made a motion to recommend MPO Board approval of the TIP amendments. Ms. Kim Clayback seconded the motion and it passed unanimously.

b. 2016 – 2020 Safety Performance Targets

Ms. Alvimarie Corales, MPO, provided a PowerPoint presentation regarding the safety performance targets. A few highlights include:

- Safety performance measures requirements
- Adopted 2014 – 2018 safety targets and actual 2014 – 2019 safety numbers
- Adopted 2015 – 2019 safety targets and 2015 - 2019 projected safety numbers
- Annual fatalities, serious injuries and non-motorized fatalities and serious injuries and trend line
- Annual rate of fatalities and serious injuries per 100 million vehicle miles traveled and trend line
- 2019 Safety performance forecast
- Five-year rolling averages safety performance measures

Ms. Kathleen Weeden made a motion to recommend MPO Board adoption of the 2016 – 2020 Safety Performance Targets with the change of Non-motorized fatalities and serious injuries from 174 to 170. It was seconded by Mr. Isaac Brownman and passed unanimously.

c. 2020 Project Priorities

Ms. Leigh Holt, MPO, provided a brief overview of the 2020 project priorities list. Ms. Alex DavisShaw made a motion to recommend MPO Board adoption of the 2020 Project Priorities with MPO Staff including SUNTrail project and Safe Routes to School projects. It was seconded by Mr. Ryan Suarez and passed unanimously.

Reports and Presentations

a. FDOT Report

Mr. Jesten Abraham, FDOT, stated the Interstate office will be contacting the jurisdictions and will be setting up some Public Workshops within the second and third quarter.

Mr. Abraham stated there is an update to the Draft Tentative Work program and it can be found on the MPO website and the FDOT website.

Mr. Abraham announced the 2019 Source handbook was just released and MPO Staff will forward the information on to members.

b. Long Range Transportation Plan Update

Ms. Alvimarie Corales, MPO, provided a PowerPoint presentation regarding the 2045 Proposed Vision and D1 FSUTMS Forecast Comparison. Some highlights include:

- Context zones
- Transform themes
- Theme based scenarios
- Population forecast
- Persons/household rates, growth, and densities
- Jobs/household rates
- Employment growth and densities
- Workshop will be held on February 24, 2020 at 9:30 am, location TBD

b.1 US 41 MMEC Gap and Safety Analysis

Mr. Chris Keller, Tindale Oliver, provided a PowerPoint presentation regarding the US 41 MMEC Gap and Safety Analysis. An overview was provided for each of the following locations

- US 41 Bus./8th Avenue West at 17th Street West
- US 41 Bus./14th Street West at 39th Avenue West
- US 41/Tamiami Trail at 42nd Street
- US 41/Tamiami Trail at Constitution Boulevard
- US 41/Tamiami Trail at Laurel Road
- US 41/Tamiami Trail at Spencer Avenue/Avenida de la Isla
- US 41/Tamiami Trail at Colonia Lane
- US 41/Tamiami Trail at Center Road
- US 41/Tamiami Trail at Seminole Drive
- US 41/Tamiami Trail at Alligator Road
- US 41/Tamiami Trail at Jacaranda Boulevard
- US 41/Tamiami Trail at River Road
- Next Steps: finalize desktop safety assessments and finalize document

c. LRTP Project Priorities

Ms. Leigh Holt, MPO, provided a brief overview of the LRTP Project Priorities. The form that was included in the packets have been updated. MPO staff is at the point of working on the cost feasible plan and do not want to miss any projects. Suggestions for projects are to look at the new plans; ATP, CMP, ATMS, US 41 MMEC, and the Accessibility Report. The LRTP project applications are due back to the MPO by the middle of February.

d. Staff Report

Ms. Alvimarie Corales, MPO, announced there are two new committees; Barrier Island Traffic Committee and the TSM&O Committee. Let MPO staff know who will be on the committees. Also, the CAC will now be the CAN and will be provided an orientation at tonight's meeting.

g. Once Around the Table

Mr. Nelson Galeano announced Manatee County has hired a new mobility coordinator.

Ms. Sarah Blanchard stated SCAT is still currently working on the system design review and is hoping it will go before the Sarasota County Board of Commissioners in February. Also, SCAT has a new interim Director, Ms. Jane Grogg.

Ms. Micki Ryan stated Sarasota County School Board is looking to purchase land for a K-12 school in Lakewood Ranch and a K-8 school next to Sky Village. The School Board is currently working with West Villages to switch sites and add a new High School.

Ms. Collen McGue stated there are several road projects on US 41, roundabouts on 14th Street, 10th Street, and Fruitville Road under construction within the City of Sarasota.

Adjournment

Having no further business, the TAC meeting adjourned at 12:00 p.m.

ITEM NUMBER: 4.b

ACTION ITEM: US 41 MMEC Gap and Safety Analysis

STAFF CONTACT: Alvimarie Corales
alvimarie@mympo.org for additional item information

PRESENTER: Alvimarie Corales

SUMMARY: Introduced as part of the Sarasota/Manatee Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP), the US 41 Multi Modal Emphasis Corridor (MMEC) was established to assist with the redevelopment and revitalization of the corridor through the allocation of funds specifically for multimodal transportation improvements. The corridor traverses more than 50 miles and includes the portions of US 41 from 17th Street in Palmetto to the Charlotte County line along with the portions of Business 41 in Palmetto, Bradenton, and Venice.

The US 41 MMEC has provided a renewed focus on urban revitalization and on establishing a linkage between land use and transportation strategies through urban design that improves walking, bicycling, and transit accessibility conditions.

The US 41 MMEC Gap and Safety Analysis was conducted to evaluate the MMEC Program's effectiveness and to determine if any changes to the program's goals, objectives, and strategies are needed while assessing existing conditions along the corridor to identify potential safety and mobility assessments that address the MPO's safety, mobility, and environmental and livability performance measures. Please use the following link to view the US 41 MMEC Gap and Safety Analysis. [Click here](#).

RECOMMENDED ACTION: Recommend MPO Board APPROVAL of the US 41 Multi Modal Emphasis Corridor Gap and Safety Analysis

ATTACHMENT: None

ITEM NUMBER: 4.c

ACTION ITEM: 2045 Long Range Transportation Plan (LRTP) Vision

STAFF CONTACT: Leigh Holt
leigh@mympo.org for additional item information

PRESENTER: Leigh Holt

SUMMARY: The MPO has been conducting research, gathering data, and engaging the public over the last year to develop a vision for the 2045 Long Range Transportation Plan (LRTP). The LRTP must address at least a 20-year planning horizon, must include both long-range and short-range strategies, and must comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles:

- Preserving the existing transportation infrastructure,
 - Enhancing Florida's economic competitiveness, and
 - Improving travel choices to ensure mobility.
- (F.S. 339.175(7))

Following extensive review by the public through workshops and community surveys, these statements have been developed to provide a foundation for planning and to guide the policy and funding decisions for the future.

- **Promote Economic Diversity:** Attract high tech businesses and employees, focus on port centers as economic engines, brand and plan for the higher education/cultural corridor on US 41, prepare transportation infrastructure for new technology.
- **Preserve Environmental Health:** Safeguard treasured environmental assets, plan for resiliency from storms and flooding, balance protection and land use, increase density and decrease auto dependency.
- **Create Vibrant Places:** Increase housing and transportation choices, provide more multimodal options including safe walking and bicycling, preserve corridors for future premium transit to connect urban centers.

RECOMMENDED ACTION: Recommend adoption of the 2045 Long Range Transportation Plan Vision Statements

ATTACHMENT: 2045 LRTP Vision Statements



2045 Long Range Transportation Plan

VISION STATEMENTS

Drive the Future: Community TransForum

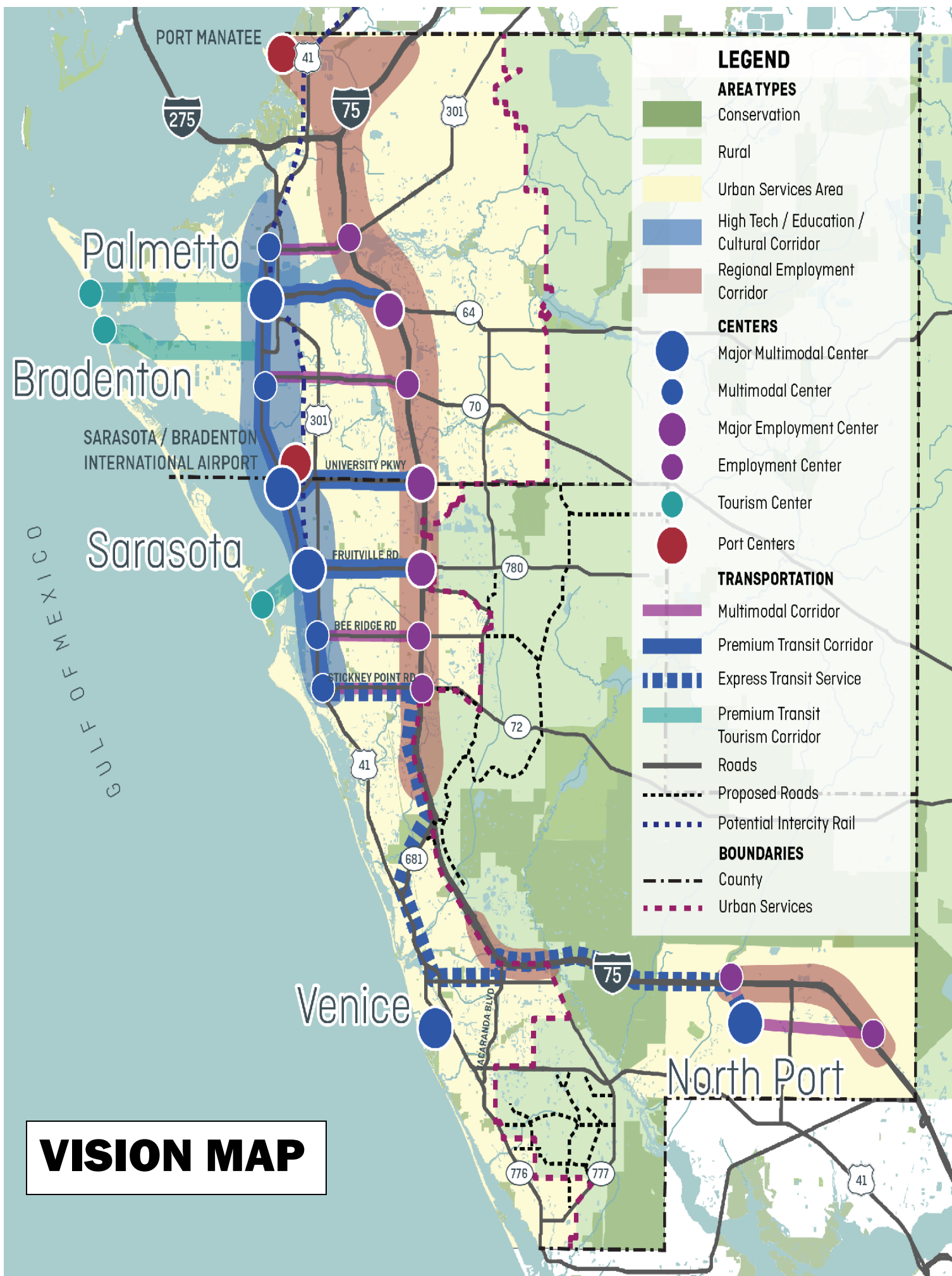
Date: February 24, 2020

SURVEY RESPONSES/VISION VOTES

Promote Economic Diversity		
Attract high tech business and employees, focus on port centers as economic engines, brand and plan for the higher education/cultural corridor on US 41, prepare infrastructure for new technology.	Strongly agree	51%
	Moderately agree	28%
	Somewhat agree	11%
	Do not agree	11%

Preserve Environmental Health		
Safeguard treasured environmental assets, plan for resiliency from storms and flooding, balance protection and land use, increase density and decrease auto dependency.	Strongly agree	63%
	Moderately agree	31%
	Somewhat agree	6%
	Do not agree	0%

Create Vibrant Places		
Increase housing and transportation choices, provide more multimodal options including safe walking and bicycling, preserve corridors for future premium transit to connect urban centers.	Strongly agree	79%
	Moderately agree	14%
	Somewhat agree	6%
	Do not agree	2%



ITEM NUMBER: 5.a

PRESENTATION: 2045 Modeling Methodology

STAFF CONTACT: Alvimarie Corales
alvimarie@mympo.org for additional item information

PRESENTER: Alvimarie Corales

SUMMARY: Social and environmental considerations are an important element of the development of the Long Range Transportation Plan (LRTP). The 2045 socioeconomic (SE) data supports the LRTP, and includes analyses performed using geographic information system (GIS) shapefiles, Census, BEBR, place types/land use, and data at the state, regional and local levels.

The 2070 Forecast Method attached, details the development of the SE data for the horizon year 2045 and how it was used to extrapolate to 2070.

The jurisdictions and MPOs must work together to revise and come to an agreement on the SE data forecasted for 2045 and extrapolated to 2070. The SE data consist of five components: population, households, employment, hotel/motel rooms, and school enrollment by Traffic Analysis Zone (TAZ). The TAZs from 2010 have changed and new zone numbers have been determined for 2015.

The MPO had previously sent out an interactive map containing 2070 SE data with consolidated dwelling units and employment. A new interactive crowdsourcing map has been created in order to review the 2045 and extrapolated 2070 SE data which now includes the five components previously mentioned. Comments can be provided directly on the map. The following link can be used to access the map: <https://arcg.is/1b9nPP>. The map is also available on the MPO website under Maps.

RECOMMENDED ACTION: TAC APPROVAL of the 2045 and extrapolated 2070 socioeconomic data

ATTACHMENT: 2070 Forecast Method

Sarasota-Manatee Forecast and Place Type Methodology

Control Totals

All four of the scenarios used the same 2070 control totals for households and jobs, which were derived from population forecasts. The following steps were used to estimate the control totals:

Step 1 – Forecast 2070 Population: Florida Bureau of Economic and Business Research (BEBR) population projections for Manatee and Sarasota Counties from 2020 to 2045¹ were linearly extrapolated by five-year increments from 2045 to 2070 (Table 1).

Step 2 – Forecast 2070 Households: Year 2019 persons per household estimates from the Census Bureau² and BEBR³ for Manatee and Sarasota Counties were averaged and applied to the population forecasts from Step 1. Averages of household size are shown in Table 2 and household forecasts area shown in Table 3.

Step 3 – Forecast 2070 Jobs: Year 2019 job by place of work estimates from the Florida Office of Economic and Demographic Research⁴ were divided by 2019 BEBR household estimates for Manatee and Sarasota to estimate jobs per household ratios for both counties. Those ratios were multiplied by the household forecasts from Step 2 (Table 3).

¹ BEBR 2019

² Quick Facts

³

⁴ Florida Office of Economic and Demographic Research

Table 1 - Population Forecasts

	Census (1) 2019	BEBR (2) 2019	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
Manatee	394,855	387,414	395,200	434,500	467,700	496,700	523,000	545,700	581,833	611,748	641,662	671,576	701,490
Sarasota	426,718	426,275	431,100	460,500	484,300	505,200	523,700	540,200	566,433	588,033	609,633	631,233	652,833
Total	821,573	813,689	826,300	895,000	952,000	1,001,900	1,046,700	1,085,900	1,148,267	1,199,781	1,251,295	1,302,810	1,354,324

Table 2 - Household Sizes

	Census (2) 2019	BEBR (1) 2019	Average
Manatee	2.57	2.33	2.5
Sarasota	2.25	2.11	2.2

Table 3 - Household Forecasts

	Census (2) 2019	BEBR (1) 2019	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
Manatee	143,652	163,892	177,347	190,898	202,735	213,469	222,735	237,483	249,693	261,903	274,113	286,323	280,596
Sarasota	180,551	199,207	211,239	222,156	231,743	240,229	247,798	259,832	269,740	279,648	289,557	299,465	283,841
Total	324,203	363,099	388,585	413,054	434,478	453,699	470,533	497,315	519,433	541,551	563,669	585,787	564,437

Table 4 - Jobs (by Place of Work) to Households (by Place of Residence) Ratios

	FLEDR(3) Jobs	BEBR (1) HHs	Jobs/HH
Manatee	124,268	163,892	0.8
Sarasota	171,128	199,207	0.9

Table 5 - Job Forecasts

	Census (2) 2019	FLEDR(3) 2019	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
Manatee	102,414	124,268	122,307	134,470	144,745	153,720	161,859	168,884	180,067	189,325	198,583	207,841	217,099
Sarasota	145,391	171,128	169,878	181,464	190,842	199,078	206,368	212,870	223,208	231,719	240,231	248,742	257,254
Total	247,805	295,396	292,186	315,934	335,587	352,798	368,227	381,754	403,274	421,044	438,814	456,583	474,353

Place Type Framework

Introduction

The **Place Type (PT)** framework classifies built environment conditions into unique land development typologies. The framework can be extended to model realistic future place type scenarios, which reflect changes in physical, policy, and market conditions. Land development patterns interact with transportation networks to influence the ability for individuals to reach destinations in a reasonable amount of time. To this end, the PT framework provides deep insight into the land use (or proximity) aspects of regional destination accessibility.

The PT framework is most powerful when implemented with the companion **Accessibility Planning and Performance (APP)** framework, as described in Appendix B. The APP framework is comprised of a series of measures that describe transportation networks and travel patterns. Together, APP and PT frameworks provide a comprehensive and integrated look at land use and transportation patterns. The frameworks enable planning for accessibility by identifying opportunities to bring destinations closer together (land use or **proximity** strategies) and increase travel speeds (transportation or **mobility** strategies).

Place Type Framework Components

The PT framework is comprised of three main components. Each can be implemented in series, with each phase building on the prior, or as a standalone process. The framework's three components include:

1. **Existing Place Type Identification.** This component classifies the existing built environment into a unique place type category through a process built on factors that represent “the 3Ds” (density, diversity, and design). The resulting place type designations describe development patterns throughout an analysis area, enabling the use of analytical performance measures to quantify existing conditions.
2. **Propensity to Change.** This component involves developing the criteria necessary to model future scenarios. A place type's propensity to change in a future scenario is guided by factors including physical, policy, and market conditions. This element enables the development realistic future scenarios that represent one or more potential future patterns of development.
3. **Place Type Evolution.** Existing Place Types and Propensity for Change elements – developed in prior steps – are modeled in this phase, producing one or more future place type scenarios. The same performance measures employed to analyze existing place types can be used to quantify the relative impacts of each scenario in a study area.

Data collection and processing

The data sources compiled in Table 2 were requisite to complete place typing. Some of these data were used in “raw” form (unprocessed), while others were processed to a specific form needed for place typing; these are documented in Section 2.1. (For the rest of this paper, datasets in raw form will be referred to by their “Data short name”). All data were projected to Florida west state plane (EPSG:2237) upon collection.

Table 2: Raw data requirements for place type measurements

Data short name	Description
NLCD	National land cover database: raster of land cover classification as defined by USGS
PAD	Protected areas database: polygons of protected areas as defined by USGS
Sarasota/Manatee parcels	Parcel polygons for Sarasota/Manatee county defining local land use
State parcels	Parcel polygons for the state of Florida defining regional land use
Intersections	Points of OSMnx street network intersections

Data pre-processing needs

NLCD/PAD: create a land cover dataset that reflects protected areas

The *NLCD* data and the *PAD* data were combined to create an *NLCD/PAD* dataset, which offered an understanding of national-based land uses. This dataset was created by the following process.

1. Identify the *NLCD* raster cells that fall within a *PAD* protected area polygon. Assign each of these cells to a “protected” land use class, regardless of *NLCD* land cover.

NLCD/PAD+: adding a buildable area attribute to the *NLCD/PAD* data

The *NLCD/PAD* data was enhanced with a buildable area attribute to create an *NLCD/PAD+* dataset, which offered an understanding of development potential in an area. This dataset was created by the following process.

1. Let a be the area of each cell in the *NLCD/PAD* data (note that a is the same for all raster cells).
2. Create a buildable area attribute θ for the *NLCD/PAD* data.

$$\theta_i = \begin{cases} 0, & \text{if land cover is water, wetlands, or protected} \\ a, & \text{otherwise} \end{cases}$$

$$\text{Then, } \theta_i = \begin{cases} 0, & \text{if land cover is water, wetlands, or protected} \\ a, & \text{otherwise} \end{cases}$$

Data inputs by measurement

After the pre-processing described above, measurements could be organized by their data inputs, as shown in Table 3.

Table 3: Data inputs for place type measurements

Group	Measurement	Data inputs
Density	Building sq. ft. floor area ratio (FAR)	NLCD/PAD+, Sarasota/Manatee parcels
	Parcel-based local land use	Sarasota/Manatee parcels
Diversity	Parcel-based dominant land use	Sarasota/Manatee parcels

	State-based local land use	State parcels
	State-based dominant land use	State parcels
	Land use count	Sarasota/Manatee parcels
Design	Intersection density	Intersections

Calculation of measurements

All measurements were calculated on a cell-by-cell basis for a 500-foot raster over the study area. This raster will be referred to as Ω with cells ω . Each measurement calculation produced an output raster with cell values of that measurement. Thus, seven measurement-specific rasters were created in total.

Density

Building sq. ft. floor area ratio (FAR)

For all ω in Ω , FAR was calculated as follows:

1. For a quarter-mile radius around ω , sum the *Sarasota/Manatee parcels* building square footage attribute to obtain the total living area L .
2. In that same quarter mile radius, sum the *NLCD/PAD+* buildable area attribute to obtain the total buildable area B .
3. Divide B by L to get FAR.

Once calculated, FAR was reclassified into five density classes according to thresholds defined by a subjective exploration of the spatial distribution of FARs. These density classes are defined in Table 4. In the final place type classification, the FAR density classes were used to characterize a place's density of development. Table 4: Possible values for reclassified FAR

FAR	Density class
0	0
0 - 0.005	1
0.005 - 0.05	2
0.05 - 0.10	3
0.10 - 0.125	4
0.125 - 0.20	5
0.20 - 0.40	6
0.40 - 0.60	7
> 0.60	8

Diversity

Parcel-based local land use

For all ω in Ω , parcel-based local land use was calculated as follows:

1. Take the land use from *Sarasota/Manatee parcels* with the most total area within ω .

The possible values for parcel-based local land use are defined in Table 5 (representing the land use classes present in the *Sarasota/Manatee parcels* data). In the final place type classification, parcel-based local land use was used to identify agricultural, recreational, and open space places in the case of low density.

[Note: land uses were derived from Florida Department of Revenue use codes according to equivalencies for generalized land use codes found in the *FDOT District 4 Systemwide Provisional Context Classification*

Data Preparation Manual.]

Table 5: Possible values for parcel-based local land use

Land use code	Land use classification
0	Vacant or other
1	Recreation
2	Agriculture
3	Institutional
4	Industrial
5	Commercial
6	Office
7	Residential

Parcel-based dominant land use

For all ω in Ω , parcel-based dominant land use was calculated as follows:

1. Take the land use from *Sarasota/Manatee parcels* with the most total living area within a quarter-mile radius around ω .

The possible values for parcel-based dominant land use are the same as those defined in table 5, with the exception that “Vacant” is not included. In the final place type classification, parcel-based dominant land use was used to identify a place’s land use.

State-based local land use

For all ω in Ω , state-based local land use was calculated as follows:

1. Take the land cover from *State parcels* with the most area within ω .

The possible values for state-based local land use are defined in Table 6 (representing the land cover classes present in the *State parcels* data). In the final place type classification, state-based local land use was used to identify all water, wetlands, and transportation places.

Table 6: Possible values for state-based local land use

Land cover code	Land cover classification
1,000	Urban and built-up
2,000	Agriculture
3,000	Rangeland
4,000	Upland forest
5,000	Water
6,000	Wetlands
7,000	Barren land
8,000	Transportation, communication, and utilities

State-based dominant land use

For all ω in Ω , state-based dominant land use was calculated as follows:

1. Take the land cover from *State parcels* with the most total area within a quarter-mile radius around ω .

The possible values for state-based dominant land use are the same as those defined in Table 7. In the final place type classification, state-based dominant land use was not used (it was still calculated in case a need for it became obvious).

Land use count

For all ω in Ω , land use count was calculated as follows:

1. Count the distinct land uses from the *Sarasota/Manatee parcels* data present in a quarter-mile radius around ω .

Once calculated, land use count was reclassified into six diversity classes according to the counts themselves, with each unique count being its own class (the observed maximum land use count was 5, but the theoretical maximum was 8). These diversity classes are defined in Table 7. In the final place type classification, the land use diversity classes were used to characterize a place's land use diversity.

Table 7: Possible values for reclassified land use count

Land use count	Diversity class
0	0

1	1
2	2
3	3
4	4
5	5

Design

Intersection density

For all ω in Ω , intersection density was calculated as follows:

1. Count the number of intersections from the *Intersections* data present in a quarter-mile radius around ω .

Once calculated, intersection density was reclassified into three design classes according to thresholds defined by a subjective exploration of intersection densities. These design classes are defined in Table 8. In the final place type classification, the intersection density design classes were used to characterize a place's street network composition.

Table 8: Possible values for reclassified intersection density

Intersection density	Design class
< 50	1
50 - 200	2
> 200	3

Creating place types

To complete place typing, the seven measurement-specific rasters were combined into a single raster, such that all measurements could be attributed to a single cell (rather the same cell across seven rasters). Place typing then proceeded over two steps (the process and scheme was developed at the discretion of the analysts).

1. Identify water, wetlands, and transportation places according to the conditions in Table 9.
2. Identify remaining places according to the classification scheme in Table 10.

For descriptions of the codes in each table, see Tables 4-8. If two cells in the same row feature a *, only one of the starred conditions must be true.

Table 9: Place typing step 2a (water, wetlands, transportation)

Place type	State-based dominant LU
Water	5,000
Wetlands	6,000
Transportation	8,000

Table 10: Place typing step 2 (extended classification)

Place type	Density class	Diversity class	Design class	Parcel-based dominant LU	Parcel-based local LU
Metropolitan	7	≥ 4		5	
	7			1, 2, 3, or 6	
	8				
	5 or 6			3 or 6	
Town	6	≥ 4		5	
Village center	2	> 3	3	7	
Regional office	5 or 6			1 or 2	
Jobs oriented	4	$\geq 4^*$	3*	1, 2, 3, or 6	
Community office	2			3, 4, 5, or 6	
	3			3 or 6	
	4	< 4	1 or 2	1, 2, 3, or 6	
	5			5	
Regional retail	6 or 7	< 4		5	
Community retail	3 or 4			5	
Mixed use	4, 5, 6, or 7	> 2		7	
Multifamily residential	5, 6, or 7	≤ 2		7	
Planned community	3	> 2		7	
Large lot residential	2	≤ 2	3	7	
	3 or 4	≤ 2		7	
	1			7	
	2		1 or 2	7	
Industrial	3, 4, 5, 6, or 7			4	
Industrial (rural)	1			3, 4, 5, or 6	
Agriculture	0 or 1				2
	1, 2, or 3			2	
Recreational	0 or 1				1
	1, 2, or 3			1	

Open space	0	3, 4, 5, 6, or 7
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ITEM NUMBER: 5.b

PRESENTATION: Annual Report

STAFF CONTACT: Corinne Tucker
corinne@mympo.org for additional item information

PRESENTER: Corinne Tucker

SUMMARY: The purpose of the annual report is to provide information to stakeholders and other interested parties regarding MPO activities in 2019. This report looks back at organizational goals in order to preserve recent history and to celebrate accomplishments of the past year. The result of this analysis is the Sarasota/Manatee MPO's Top Ten.

RECOMMENDED ACTION: Affirm 2020 Sarasota/Manatee MPO's Top Ten

ATTACHMENT: Sarasota/Manatee MPO's Top Ten



Over 160 people gathered at the Venice Community Center to attend the first 2045 Long Range Transportation Plan TransForum on January 28, 2019.



Millennials in the region meet and greet at the first Transform 2045 meeting on March 20, 2019.



Commuters participate in a leisurely bike ride around the City of Sarasota for "Bike to Work Day" on November 1, 2019.



The Legacy Trail photo taken by Sarasota County Staff



contact.

Sarasota/Manatee
Metropolitan Planning Organization
8100 15th Street East, Sarasota, FL
941-359-5772
www.mympo.org

TOP TEN

MPO ACCOMPLISHMENTS

Sarasota/Manatee MPO
2019 Annual Report

ENGAGEMENT

6. Surveys

2000+ survey responses received to help shape the 2045 LRTP.

7. TransForums

Four LRTP TransForums with over **400** people in attendance.

IMPLEMENTATION

1. Major Project Funding

- Desoto Bridge Project Development and Environment (PD&E) Study
- 15th Street East PD&E Study
- River Road
- The Legacy Trail Ext. Phase 1

2. Central Manatee Network Alternatives Analysis

Six projects recommended from the CMNAA were prioritized in the 2019 Project Priorities. **Three** are funded in the 2019 FDOT Adopted Work Program.

3. Barrier Island Traffic Study

Completed in November 2019, the report provides **77+** recommendations with **13** prioritized by local jurisdictions.

PLANNING

4. Active Transportation Plan

MPO adopted the Active Transportation Plan in November 2019.

5. Congestion Management Plan

MPO adopted the Congestion Management Plan in November 2019.



Guests discuss three unique future opportunities at the Scenarios Workshop on October 21, 2019.

ORGANIZATION

8. Best Practices

Project prioritization and public engagement selected as best practices for national MPO conference presentations in October 2019.

9. Office Move

After 20 years, MPO officially moved to new office space in August 2019.

10. Policy Manual

MPO consolidated manuals, board policies, resolutions and other documents into first policy manual in September 2019.