THOROUGHFARE PLAN UPDATE

PUBLIC WORKS TRANSPORTATION PLANNING DIVISION
Planning Task Force
AGENDA

What is the thoroughfare plan

Why is the thoroughfare plan needed

What is the traffic circulation plan

What do we want to amend/update

Which steps/actions are needed to complete this update
Thoroughfare Plan

• Provides A Functional Hierarchy Of Major Streets Connecting Origins And Destinations

• Provides For The Orderly Development Of An Adequate Major Street System As Land Development Occurs Or As Traffic Increases

• Allows Reduction The Construction Costs Of Major Street, Mainly Through Coordination With Private Action

• Allows Reduction Travel & Transportation Costs
Thoroughfare Plan

- Enables & Supports Private Development Plans With Full Knowledge of Public in General

- Minimizes Disruption of People & Business (Development Can Be Prohibited in a Road Corridor, Saving Future Disruption)

- Allows Reduction Environmental Impacts on Air Quality, Wetlands, Historic Sites, Parks And Other Publicly Used Recreational Areas, Archeological Sites, Endangered Species, & Neighborhoods

- Is an Element of Comprehensive Transportation Plans, Including Transit, Bicycle & Pedestrian Modes
Why A Thoroughfare Plan
Why A Thoroughfare Plan

• Promote **safer travel conditions** for all users

• Support future development needs

• Serve areas of future development while minimizing construction and operational costs

• Create opportunities for utilitarian trips using other modes of transportation (multimodal) different than cars
Why A Thoroughfare Plan

Transportation Planning

How Does County use the Thoroughfare Plan

- Development Review
- Priority of Infrastructure Projects
- Concurrency
Need for Thoroughfares
Need for Thoroughfares

1960

Commercial
Residential
Need for Thoroughfares

1980

Commercial
Residential
Need for Thoroughfares

2000

Commercial
Residential
Need for Thoroughfares

2020

Commercial
Residential
Need for Thoroughfares

Economic Development & Transportation

**Economic Growth**  
Increase in industrial activities  
Increase in personal income  
Increase in consumption

**Transport Services**  
Facilitate movement of goods and services  
Improve access to work, education, etc.

**Transport Impacts**  
Growth in trip rates  
Motorization  
Changes in mode share  
Urban expansion

**Economic and Environmental Impacts**  
Emissions (Conventional + GHG)  
Congestion  
Collisions  
Noise, etc.

Mobility 2030 - World Business Council for Sustainable Development
Need for Thoroughfare Update

How will we grow?

&

How will we move? (holistic)
How will we move?

From Efficient Streets

to Effective Streets
How will we move?

Today’s Methods

LOS

Traffic Volumes → Number of Lanes

Complete Streets

Today’s Needs

Vibrancy
Mobility
Economy
Safety

Complete Street Scorecard
# How will we move?

## Performance Measures

<table>
<thead>
<tr>
<th>PAST</th>
<th>TODAY</th>
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</thead>
<tbody>
<tr>
<td>Mobility - Automobile</td>
<td>Public Health</td>
</tr>
<tr>
<td>Vehicular Safety</td>
<td>Economy &amp; Equity</td>
</tr>
<tr>
<td>Access/Mobility - Multimodal</td>
<td>Environment &amp; Resiliency</td>
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<td>Livability/Quality of Life</td>
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How will we move?

- **Thoroughfare Plan Has:**
  - Planned Number of Lanes & Right-of-way Widths
  - Compatibility with freight, transit, regional/local connections
  - Higher Design Standard for Bicycle and Pedestrian Modes
  - Adopted Levels of Service Standards
  - Requirements related to Concurrency and Capital Planning
  - Interaction with the Surrounding Land Use (context)
  - Consideration to All type of users/stakeholders

- Could also include Context Classification
Context Classification

- Denotes the criteria for roadway design elements for safer streets that promote safety, economic development, and quality of life.
- For growth development and design purposes, a future context classification will also be assigned.
Context Classification

- Surrounding Land Use (environment) helps defining Infrastructure Form (SR-64)

- Moves away from Traditional Hierarchy of Roads
  - Expressway > Arterial > Collector > Local
  - Trade-off between Access & Speed

- Context-based Design considers Roadway Users & Land Uses to improve Accessibility & Mobility for all Modes
  - Focus on types of trips that can be made
  - Provides opportunity to make the trip in several ways
How will we move?

People > Cars
How will we move?

Transportation

Land Use

&

How will we grow? (holistic)
Community Transect

Transportation ❤️ Land Use

FIGURE 2 FDOT CONTEXT CLASSIFICATIONS

C1-Natural: Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural: Sparsely settled lands, which include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town: Small concentrations of developed areas immediately surrounded by rural and natural areas, including many historic towns.

C3R-Suburban Residential: Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General: Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center: Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core: Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.
Manatee County Complete Streets
Public Perceptions

Concerns

- Constant Complaints of Congestion
- See more Development Happening
- Don’t See Enough Capacity being added to the System
- See the County as Reactionary & not Proactive
- Roundabouts

Expectations

- Congestion Elimination
- More Lanes Now!
- More Signalized Intersections Now!
- More Roadway Safety
Creating Strong Communities

- Think of Streets as Community Places
- See Streets as Tools of Growth
- Public Street Corridors are Ecosystems
- The Street is a Public Right of Way
Creating Strong Communities

- Foreseen problems and solve them when they occur
- Reduce future additional ROW cost
- Holistic network to operate smoothly
- Sense of confidence for investments
Traffic Circulation Plan

Illustration: Hans Meller, molena.dk

5/27/2021

Thoroughfare Update
Traffic Circulation Plan

- Formal Name for the Thoroughfare Plan
- Part of the County Comprehensive Plan
- Presented as Table 5-1 & “Map 5 Series”
Traffic Circulation Plan

• **The Maps 5 Series Include:**
  – Maps 5A & 5B Existing & Future Functional Classification (no Context Classification)
  – Map 5C ROW
  – Map 5D Number Of Lanes
  – Map 5E Designated Controlled Access Facilities
  – Map 5F Strategic Intermodal System (SIS) And Emerging Strategic Intermodal System

• **All Maps 5 Series and Text Will Be Part of this Update.**
What Do We Want To Amend/Update
Group 1 – I-75 Corridor

**Buffalo Rd (fka 60th Ave E)**
- Alignment Update

**49th St East Exp. Farm Rd**
- Alignment Update

**49th Ave East / 51st Ave East**
- Alignment Update
- Proposed ROW 84ft

**29th St E**
- New Overpass
Group 1 – I-75 Corridor

- Buffalo Rd (fka 60th Ave E)
  - Alignment Update

- 49th St East
  - Exp. Farm Rd
  - Alignment Update

- 49th Ave East / 51st Ave East
  - Alignment Update
  - Proposed ROW 84ft

- 29th St E
  - New Overpass
Group 2 – Fort Hamer & Sawgrass Rd

- **Interchange Study Area (234)**
  - To be defined

- **Piney Pine Rd**
  - Proposed 150ft

- **Sweetwater Preserve**
  - New road

- **JJ Road**
  - Proposed ROW 84 ft

- **Fort Hamer Rd**
  - Alignment, 4 lanes

- **FF Rd**
  - Alignment Update/Proposed ROW 84ft

- **Sawgrass Rd**
  - Update Alignment
Potential Hillsborough Interchange

Hillsborough Interchange
To be determined by Hillsborough County & FDOT
Group 3 – North East County

“Spencer Parrish Rd”
Alt. Alignment

Golf Course Rd
Proposed 2 lanes
Proposed ROW 84ft

Mulholland Rd Ext
Update Alignment

DD Road
Update Alignment

UMRR Extension
Proposed 4 lanes
Proposed ROW 120ft

Right-of-Way
- 60 Feet
- 70 Feet
- 84 Feet
- 100 Feet
- 120 Feet
- 150 Feet
- 200 Feet
- Interstate

Right-of-Way Future
- 60 Feet
- 70 Feet
- 84 Feet
- 100 Feet
- 120 Feet
- 150 Feet
- 200 Feet
- 250 Feet
- Non-Manatee County
Group 3 – North East County

Delta Map

“Spencer Parrish Rd”
Alt. Alignment

Golf Course Rd
Proposed 2 lanes
Proposed ROW 84ft

Mulholland Rd Ext
Update Alignment

DD Road
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Group 4 – Lakewood Ranch

- **Lena Rd**
  - Alignment

- **44 Ave East Ext.**
  - Alignment

- **Post Boulevard**
  - “new” 4 lanes

- **Rangeland Pkwy**
  - Proposed 4 lanes
  - Alignment

- **Tara Bridge**
  - No connection between Honore Ave and Linger Lodge Rd

- **Uihlein Rd**
- **Bourneside Blvd**
  - Alignment

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Right-of-Way

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Group 5 – SW County / Lake Flores

New Thoroughfares consistent with Lake Flores GDP
Bradenton-Palmetto Connector Study Area
Which Steps/Actions Are Needed To Complete The Update
Steps /Actions

• Coordination with Stakeholders
• Planning Task Force
• Transmittals / Hearings
• Adoption Hearing
THANKS

Q/A

Manatee County
FLORIDA