



Public Works Department
Transportation Planning Division
1022 26th Avenue East
Bradenton, FL 34208
Phone: (941) 708-7450
www.mymanatee.org

February 12, 2019

Mr. Jason Tomassetti
Ensite, Inc.
2401 First Street, Suite 201
Fort Myers, FL 33901

SaraBay Development Traffic Impact Statement Acceptance Letter
Project # PDC-18-19(Z)(G) Record # PLN1808-0047

Dear Mr. Tomassetti,

Manatee County Transportation Planning Division staff have reviewed and accepted the SaraBay Development rezone (Z) with a General Development Plan (GDP) application and Traffic Impact Statement (TIS) dated February 4, 2019. The TIS was based on changing the existing zoning of an 8.8 ± acre parcel of land from Residential Single Family with 3 dwelling units per acre (RES-3), Residential Duplex with 4.5 dwelling units per acre (RDD-4.5), and Planned Development Office (PDO) to Planned Development Commercial (PDC). The parcels are located on the east side of US 41, and north of Whitfield Avenue. The TIS was prepared by TR Transportation Consultants, Inc. Based on the data provided in this document, the Applicant has addressed the Comprehensive Plan requirements for a General Development Plan (GDP) with a rezone application. However, concurrency may not be granted for a GDP application and a detailed analysis will be required at the time of concurrency application.

Prior to Sign-Off

Please submit the finalized signed Traffic Impact Statement (TIS) which includes a copy of this acceptance letter, along with a PDF copy of the final study enclosed with the acceptance letter. Also, please indicate on the cover of the final TIS the accepted date **(2/12/2019)** and **stamped accepted**. Prior to sign-off from the Transportation Planning Division, the final TIA with enclosed acceptance letter shall be uploaded into the online application software, Accela. The CD package of all electronic files shall be routed to the Public Works Department, Transportation Planning Division, at 1022 26th Avenue East, Bradenton, FL 34208.

If you have any questions or require further assistance, please contact Nelson Galeano (941.708.7450 x7420, nelson.galeano@mymanatee.org) or me at the number above.

Sincerely,

Neil Byrne
Multimodal Transportation Planner
Manatee County Public Works Department
Transportation Planning Division

cc: Ted B. Treesh
Kyrsten French
Nelson Galeano



August 26, 2019

Rossina Leider
Manatee County Building and Development Services Department
Administration Building
1112 Manatee Avenue West
Bradenton, FL 34205

RE: DBM Marina, LLC / SaraBay Development
PDC-18-19(Z)(G) SaraBay Marina 4.37 Acre – PLN1808-0047

Ms. Leider:

Attached please find a revised narrative applicable to the Traffic Impact Statement (TIS) for the Planned Development Application in process for the DBM Marina, LLC/SaraBay Development [PLN1808-0047 / PDC-18-19(Z)(G)] which was resubmitted to Manatee County on July 24, 2019. The site is located on the east side of the US 41 and north of Whitfield Avenue, specifically at 7045 North Tamiami Trail, Sarasota (Manatee County).

The TIS prepared by TR Transportation Consultants, Inc (dated 02/04/2019) was reviewed and accepted by Manatee County Transportation Planning Division. Originally, the TIS was based on changing the existing zoning of an 8.8 ± acre parcel of land from Residential Single Family with 3 dwelling units per acre (RSF-3), Residential Duplex with 4.5 dwelling units per acre (RDD-4.5), and Planned Development Office (PDO) to Planned Development Commercial (PDC), analyzed as 134,165 square feet of retail land uses.

Previously the subject parcel, had a Plan Amendment proposal that was recommended for approval by the Planning Commission on 01/17/2019. On 02/07/2019, the case was presented before the Board of County Commissioners which recommended “continuance”, as well as requested to evaluate the reduction of the area subject to the Map and Text Amendment to minimize concerns related to compatibility to adjacent residential properties to the east.

The applicant revised the application to include only a total of ±4.37 acres located on the western portion of the 8.81 acres parcel. The remaining eastern portion (±4.44 acres) of the subject property will continue under its current Land Use designations and is outside of the project area. (See attached image to illustrate revised project boundaries)

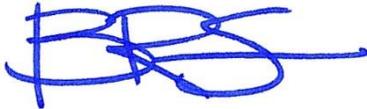
In July 2019, Manatee County issued approval for the Plan Amendment that proposed to change the Land Use designation of the front (western) +/-4.37 acres of the site to R/O/R, rather than the entire site. The remaining +/-4.44 acres of the subject property will remain under its current Land Use designations. This approval provides for a maximum development of 24 dwelling units and 66,625 square feet of non-residential uses (commercial and office).

A revised trip generation has been provided taking in consideration the reduced intensity of the development (See attached Trip Generation dated 5/20/2019 for 66,625 square feet of retail space and 24 residential units).

The original trip generation of the report (134,165 square feet of shopping center with 675 PM Peak Hour Trips) exceeds the revised trip generation (66,625 square feet of shopping center and 402 Peak Hour Trips). Although, the conclusions of the original and accepted report frame the conditions and assumptions of the revised trip generation, and the analysis of the original TIS prevails.

The current proposal eliminates all commercial vehicular activity from the eastern portion of the property minimizing potential impacts to the Whitfield residential community. We hope this will serve to establish a clear understanding of the change (or reduction) in traffic impact for this project and provide the staff with a clear document.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Smith', with a long horizontal stroke extending to the right.

Brian Smith

Principal, Project Manager
brians@en-site.com



Image 1. PROJECT BOUNDARIES



Image 1. PROJECT BOUNDARIES

Accepted
February 12, 2019
TRAFFIC IMPACT STATEMENT

FOR

**SARA BAY
MANATEE COUNTY, FLORIDA**

**Project # PDC-18-19(Z)(G)
Record # PLN1808-0047**

(PROJECT NO. 1901.13)

**PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090**

February 4, 2019

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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill the requirements set forth by Manatee County for projects seeking a rezoning (Z) with a General Development Plan (GDP) approval. The approximate 8.8 acre subject site is located at the southeast corner of US 41 and Magellan Drive in Manatee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

Upon approval of the proposed rezoning with general development plan application, the subject site will be rezoned from Residential Single Family (RES-3), Residential Duplex (RDD-4.5) and Planned Development Office (PDO) to a Planned Development Commercial (PDC) to allow the site to be developed with up to 134,165 square feet of retail uses. Access to the subject site is currently proposed to Jungle Way and US 41 (N. Tamiami Trail) via existing site access connections.

This report examines the impact of the development on the surrounding roadways. Trip generation and assignments to the various roadways within the study area will be completed and an analysis conducted to determine the impacts of the development on the surrounding roadways.

II. EXISTING CONDITIONS

The subject site is currently vacant. The site is bordered by Magellan Drive and Jungle Way to the north, by existing single-family residential uses to the east and south, and by US 41 to the west.

Magellan Drive and Jungle Way are both two lane undivided local roadways that border the subject site to the north. Magellan Drive has a posted speed limit of 25 mph. Magellan Drive and Jungle Way are both under the jurisdiction of the Manatee County.

F1901.13



US 41 (N. Tamiami Trail) is a six lane divided arterial roadway that borders the subject site to the west. US 41 has a posted speed limit of 50 mph within the vicinity of the subject site and is under the jurisdiction of the Florida Department of Transportation (FDOT).

III. PROPOSED DEVELOPMENT

Upon approval of the proposed rezoning with general development plan application, the subject site will be rezoned from Residential Single Family (RES-3), Residential Duplex (RDD-4.5) and Planned Development Office (PDO) to a Planned Development Commercial (PDC) to allow the site to be developed with up to 134,165 square feet of retail uses. **Table 1** summarizes the land uses utilized for the purposes of this analysis.

Table 1
Land Uses
Sara Bay

Land Use	Intensity
Retail (8.8 Acres)	134,165 Sq. Ft.

Access to the subject site is currently proposed to Jungle Way and US 41 (N. Tamiami Trail) via existing site access connections.

IV. TRIP GENERATION

The trip generation for the proposed rezoning was determined by referencing the Institute of Transportation Engineer’s (ITE) report, titled *Trip Generation Manual*, 10th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the retail uses on the subject site. The trip generation equations utilized are attached to the Appendix of this report for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation as currently proposed.

Table 2
Trip Generation – Total Trips
Sara Bay

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (134,165 sq. ft. of Retail)	136	83	219	324	351	675	7,342

The trips shown for the proposed use on the subject site in Table 2 will not all be new trips added to the adjacent roadway system. ITE estimates that a shopping center of comparable size may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The current version of the ITE Trip Generation Handbook, 3rd Edition, indicates that the weekday P.M. peak hour pass-by rate for Land Use Code 820 is thirty-four percent (34%). **Table 3** indicates the net new trips that will be generated as a result of the proposed rezoning.

Table 3
Trip Generation – Net New Trips
Sara Bay

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	136	83	219	324	351	675	7,342
Less LUC 820 Pass-By Trips	-37	-37	-74	-115	-115	-230	-2,496
Net New Trips	99	46	145	209	236	445	4,846

V. IMPACT AREA

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Manatee County guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate an amount of project traffic greater than the 5% on the first impacted thoroughfares and the trip distribution percentage utilized for the purposes of the analysis. The trip distribution was formulated

based on the location of the nearby residential areas. The peak hour level of service volumes for all roadways was obtained from the 2018 *Manatee County Planning Department Concurrency Transportation Link Sheet*, dated August 21, 2018. Based on the results obtained from Table 1A, it was concluded that the proposed development will have no significant impact on any roadway segments in the study area. Therefore, a roadway capacity analysis was only completed on the roadway segments in the immediate area of the subject site. **Table 4** below summarizes the results of Table 1A.

Table 4
Sara Bay
Impact Area

Link No.	Road	From	To	Lanes	Adopted LOS	PM Peak Service Volumes (2-Way)	Peak Hour Project Traffic (2-Way)	Project Traffic as % of Svc. Vol.	Significant Impact (Yes/No)
3272	US 41	Florida Blvd.	Saunders Rd.	6LD	D	5,390	111	2.06%	NO
3272	US 41	69 th Ave W.	Florida Blvd.	6LD	D	5,390	156	2.89%	NO
3272	US 41	Magellan Dr.	69 th Ave W.	6LD	D	5,390	178	3.30%	NO
3272	US 41	Pearl Ave.	Site Access	6LD	D	5,390	267	4.95%	NO
3272	US 41	Whitfield Ave.	Pearl Ave.	6LD	D	5,390	245	4.54%	NO
3271	US 41	Tallevast Rd.	Whitfield Ave.	6LD	D	5,390	200	3.72%	NO
3270	US 41	Scott Ave.	Tallevast Rd.	6LD	D	5,390	178	3.30%	NO
3440	Whitfield Ave	US 41	9 th St. E.	2LU	D	950	45	4.68%	NO
3160	Tallevast Rd	US 41	9 th St. E.	2LU	D	1,580	9	0.56%	NO
2500	Florida Blvd	US 41	26 th St. W.	2LU	D	1,250	45	3.56%	NO

VI. FUTURE TRAFFIC CONDITIONS

A Level of Service analysis was conducted on US 41 adjacent to the proposed development based on the 2023 build-out traffic conditions. US 41 is a principal arterial that has an adopted Level of Service of LOS “D”. **Table 2A** in the Appendix of this report details the Level of Service for all links inside the project’s area of influence. The peak hour volumes were obtained from the 2018 Manatee County Planning Department Concurrency Transportation Link Sheet, dated August 21, 2018. The Level of Service analysis as illustrated in Table 2A indicates that there will be sufficient capacity on US 41 to serve the new trips generated by the proposed development. Therefore, no roadway capacity improvements will be warranted as a result of the proposed rezoning with general development plan application.

VII. MULTIMODAL ANALYSIS

A sidewalk is currently provided along US 41 adjacent to the site. There are currently transit facilities in place to serve the subject site. Route 99 has stops on both the northbound and southbound sides of US 41, adjacent to the site. Per attached Route 99 schedule, buses run every thirty minutes.

A detailed multi-modal analysis as well as other site related improvements such as turn lanes will be evaluated at the time the project seeks a Preliminary Site Plan (PSP)/Final Site Plan (FSP) approvals, which is when more site specific characteristics will be known.

VIII. CONCLUSION

The proposed rezoning with general development plan application for the approximately 8.8 acre subject site will allow the site to be developed with up to 134,165 square feet of retail uses. Based upon the results of the Level of Service analysis conducted as part of the report, US 41 within the vicinity of the subject site is projected to operate with sufficient capacity in the 2023 both with and without the project traffic added to the

roadways. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.

APPENDIX

TABLE 1A
IMPACT AREA CALCULATIONS

TABLE 1A
5% SIGNIFICANT IMPACT CALCULATIONS
SARA BAY

		TOTAL AM PEAK HOUR PROJECT TRAFFIC		TOTAL PM PEAK HOUR PROJECT TRAFFIC		PERCENT MAX 2-WAY											
		145		445		ADOPTED		PM PEAK HOUR		PROJECT		PROJECT		% LOS		SIGNIFICANT	
		VPH		VPH		LOS		LOS VOLUME ¹		TRAFFIC		TRIPS		SID		IMPACT?	
<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>Link #</u>	<u>LANES</u>	<u>ADOPTED LOS</u>	<u>PM PEAK HOUR LOS VOLUME¹</u>	<u>PROJECT TRAFFIC</u>	<u>PROJECT TRIPS</u>	<u>PROJECT SID</u>	<u>PROJECT IMPACT?</u>	<u>PROJECT TRIPS</u>	<u>PROJECT SID</u>	<u>PROJECT IMPACT?</u>	<u>PROJECT TRIPS</u>	<u>PROJECT SID</u>	<u>PROJECT IMPACT?</u>	
US 41	Florida Blvd	Saunders Rd	3272	6LD	D	5,390	25%	111	2.06%	NO	111	2.06%	NO	111	2.06%	NO	
	69th Ave W.	Florida Blvd	3272	6LD	D	5,390	35%	156	2.89%	NO	156	2.89%	NO	156	2.89%	NO	
	Magellan Dr.	69th Ave W.	3272	6LD	D	5,390	40%	178	3.30%	NO	178	3.30%	NO	178	3.30%	NO	
	Pearl Ave	Site Access	3272	6LD	D	5,390	60%	267	4.95%	NO	267	4.95%	NO	267	4.95%	NO	
	Whitfield Ave.	Pearl Ave.	3272	6LD	D	5,390	55%	245	4.54%	NO	245	4.54%	NO	245	4.54%	NO	
	Tallevast Rd.	Whitfield Ave.	3271	6LD	D	5,390	45%	200	3.72%	NO	200	3.72%	NO	200	3.72%	NO	
	Scott Ave.	Tallevast Rd.	3270	6LD	D	5,390	40%	178	3.30%	NO	178	3.30%	NO	178	3.30%	NO	
Whitfield Ave	US 41	9th St. E.	3440	2LU	D	950	10%	45	4.68%	NO	45	4.68%	NO	45	4.68%	NO	
Tallevast Rd	US 41	9th St. E.	3160	2LU	D	1,580	2%	9	0.56%	NO	9	0.56%	NO	9	0.56%	NO	
Florida Blvd	US 41	26th St. W.	2500	2LU	D	1,250	10%	45	3.56%	NO	45	3.56%	NO	45	3.56%	NO	

¹ The Peak Hour LOS Volume was obtained from Manatee County Planning Department Concurrency Transportation Link Sheet, dated August 21, 2018.

Note: 5% of project traffic was assigned to 69th Ave W., west of US 41; 5% to Pearl Ave., west of US 41; 3% to Gaines Ave., west of US 41.

TABLE 2A
2023 CAPACITY ANALYSIS

**TABLE 2A
LEVEL OF SERVICE/CAPACITY ANALYSIS
SARA BAY**

ROADWAY	FROM	TO	Link #	2017		2023		2023		2023		2023		
				PM PK. HR.	SERVICE VOLUME ¹	PM PK. HR.	BASE VOL ¹	PM PK. HR.	BCKGRND PK. HR.	BCKGRND AVAIL. CAP.	PERCENT PROJECT TRAFFIC	MAX 2-WAY PROJECT TRAFFIC	BCKGRND + PROJECT PK. HR.	BCKGRND + PROJECT AVAIL. CAP.
US 41	Magellan Dr.	69th Ave W.	3272	5,390	4,005	176	4,181	0.78	1,209	40%	178	4,359	0.81	1,031
	Pearl Ave	Site Access	3272	5,390	4,005	176	4,181	0.78	1,209	60%	267	4,448	0.83	942

¹ Data was obtained from Manatee County Planning Department Concurrency Transportation Link Sheet, dated August 21, 2018.
² The 2023 Background Peak Hour 2-Way Volume was obtained by adding the the PM Peak Hour Reserved Volume to the 2017 PM Peak Hour Base Volume.
 All background growth will be due to reserved trips.

**MANATEE COUNTY
PLANNING DEPARTMENT
CONCURRENCY TRANSPORTATION
LINK SHEETS**

Manatee County Planning Department Concurrency Transportation Link Sheet

Report run on: August 21, 2018 3:55 PM

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Link No	Road Name	From Street	To Street	Jct Dia	Foc Cls	U T R	U (ft) Cks	Stg/ Mile	Nu m	Cl	Le	5% Peak Head Vol	Los	Est. LOS	Plan LOS	Trf Cnt	Exist AADT	K160	O C S	Peak Hour Base	Push Hour Res	Peak Hour Total	Peak Hour Vol	Peak Hour LOS	Peak Hour Cap	3 Yr Growth Rate	Ch Yr	Con Typ	De In-Res	Stn Num
2380	DUETTE RD	SR 62	SR 64	MC	MAC	R	2U	0.10	1	55	Y	77.5	C	B	B	17	1828	0.095	O	174	0	174	1,550	1,376	0.000				0	12-08
2390	EL CONQUISTADOR PK	34 ST W	49 ST W	MC	UC	U	4D	1.11	1	Y	131	D	C	C	C	17	9287	0.090	C	836	68	904	2,620	1,716	0.000				0	03-43
2391	EL CONQUISTADOR PK	49 ST W	51st Street W	MC	UC	U	2U	4.00	1	Y	62.5	D	D	D	D	17	8204	0.090	O	738	0	738	1,250	512	0.000				03-09/43	
2410	ELLENTON-GILLETTE	MOCASSIN WALLOW	69 ST E	MC	UC	U	2U	0.56	1	US	N	60	D	C	C	17	2771	0.090	O	249	681	940	1,200	260	0.000				0	10-05
2420	ELLENTON-GILLETTE	69 ST E	MENDOZA RD	MC	UC	U	2U	0.51	1	US	Y	79	D	C	F	17	8166	0.090	C	735	1,298	2,033	1,580	453	0.000				0	09-53
2435	ELLENTON-GILLETTE	MENDOZA RD	MEMPHIS RD	MC	UC	U	2U	0.81	1	Y	75.5	D	C	C	C	17	9738	0.090	C	876	504	1,380	1,510	130	0.000				0	09-55
2436	ELLENTON-GILLETTE	MEMPHIS RD	US 301	MC	UC	U	2U	2.04	1	Y	75.5	D	C	C	C	17	9325	0.090	O	839	96	935	1,510	575	0.000				0	09-56
2480	ERIE RD/CR 10	69 ST E	HARRISON RANCH BLVD	MC	UC	U	2U	1.79	1	US	Y	108.5	D	B	C	17	5661	0.090	O	527	780	1,307	2,170	963	0.000				0	10-02
2485	ERIE RD/CR 10	HARRISON RANCH BL	US 301 (PARRISH)	MC	UC	U	2U	0.36	1	Y	113.5	D	B	D	D	17	4167	0.090	O	375	1,255	1,630	2,270	640	0.000				10-62	
2490	ERIE RD/CR 75	69 ST E	US 301(ELLENTON)	MC	UC	U	2U	0.49	1	US	Y	113.5	D	C	D	17	10653	0.090	O	959	707	1,666	2,270	604	0.000			OUT	0	10-01
2392	El Conquistador Pkway	51st Street W	Road A - Lake Flure	MC	UC	U	2U	1.67	1	N	47.5	D	D	D	D	17	8204	0.090	O	738	0	738	950	212	0.000				03-09/43	
2393	El Conquistador Pkway	Road A - Lake Flor	66th Street W	MC	UC	U	2U	1.67	1	N	47.5	D	D	D	D	17	8204	0.090	O	738	0	738	950	212	0.000				03-09/43	
2394	El Conquistador Pkway	66th Street W	53rd Ave W	MC	UC	U	2U	1.28	1	Y	65.5	D	C	C	C	17	7121	0.090	O	641	0	641	1,310	659	0.000				03-09	
1920	FLAMINGO/60 AV W	US 41	34 ST W	MC	UC	U	2U	0.78	1	Y	79	D	C	C	C	17	7950	0.090	O	716	24	740	1,580	840	0.000				0	03-42
2500	FLORIDA BLVD	US 41	26 ST W	MC	UC	U	2U	1.33	1	Y	62.5	D	D	D	D	17	9128	0.090	O	822	30	852	1,250	398	0.000				0	03-12
2510	FLORIDA BLVD	26 ST W	34 ST W	MC	UC	U	2U	1.82	1	US	N	47.5	D	D	D	17	5508	0.090	O	496	24	520	950	430	0.000				0	03-44
2520	FT HAMER RD	US 301	GOLF COURSE RD	MC	MA	U	2U	1.27	1	Y	62.5	D	C	F	F	17	6780	0.090	O	610	720	1,330	1,250	-80	0.000				0	11-02
2521	FT HAMER RD	GOLF COURSE RD	OLD TAMPA ROAD	MC	MA	U	2U	1.59	1	Y	75.5	D	C	C	C	16	1510	0.090	O	136	622	758	1,510	752	0.000				11-02	
2522	FT HAMER RD	OLD TAMPA RD	UPPER MANATEE RV RD	MC	MA	U	2U	0.61	1	Y	79	D	C	C	C	17	6780	0.090	O	610	56	676	1,580	994	0.000				11-02	
5090	GOLF COURSE RD	FT HAMER RD	RYE RD	MC	MAC	R	2U	0.28	1	US	Y	0	D	F	F	17	2955	0.095		281	519	800	0	800	0.000				11-17	

Planning Department
 Transportation Link Sheet

5% Peak Hour LOS	Los Sto	Exist LOS	Proj Art	Tri Out	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Total	Peak Hour Vol	Peak Hour LOS	Peak Hour Cap	3 Yr Growth Rate	Ch Yr	Con In Typ	De Sin Num
282.5	D	C	C	C	17	39500	0.090	O	3.555	0	3.555	5.650	2.095	0.000	0	5031	0
269.5	D	C	C	C	17	39500	0.090	O	3.555	0	3.555	5.390	1.835	0.000	0	5031	0
179	D	F	F	F	17	44500	0.090	O	4.005	44	4.049	3.590	-469	0.000	0	5026	0
187.5	D	C	D	D	16	30500	0.090	C	2.745	966	3.711	3.750	39	0.000	0	083+508	8
187.5	D	C	C	C	17	26000	0.090	C	2.340	891	3.231	3.750	519	0.000	0	0007	0
187.5	D	C	C	C	17	12300	0.090	O	1.107	1,015	2.122	3.750	1,628	0.000	0	0006	0
187.5	D	C	C	C	17	12300	0.090	O	1.107	457	1,564	3.750	2,196	0.000	0	0006	0
295	D	B	B	B	17	9800	0.090	O	882	923	1,805	5.900	4,055	0.000	0	0082	0
187.5	D	C	C	C	17	26437	0.090	O	2.379	63	2,442	3.750	1,308	0.000	0	0003	0
187.5	D	C	C	C	17	23000	0.090	C	2.070	0	2,070	3.750	1,680	0.000	0	5027	0
0	C	F	F	F	17	2214	0.095	O	210	0	210	0	-210	0.000	0	11-27	0
62.5	D	C	D	D	17	5595	0.090	O	504	130	634	1,250	616	0.000	0	09-06	0
109.5	D	B	B	B	17	982	0.095	O	93	0	93	2,190	2,097	0.000	0	11-39	0
65.5	D	C	C	C	15	819	0.090	O	74	79	153	1,310	1,157	0.000	0	11-39	0
39.5	C	B	B	B	17	1983	0.095	O	188	0	188	790	602	0.000	0	12-24	0
144	C	C	C	C	15	3099	0.090	O	279	0	279	2,880	2,601	0.000	0	11-03	0
169	D	A	A	A			0.090	O	0	0	0	3,380	3,380	0.000	0		0
161	D	C	C	C	17	7074	0.090	O	637	0	637	3,220	2,583	0.000	0	11-03	0
75.5	D	C	C	C	17	5838	0.090	O	525	0	525	1,510	985	0.000	0	06-02	0
47.5	D	C	C	C	17	1929	0.090	O	174	0	174	950	776	0.000	0	06-09	0

**PASS-BY INFORMATION FROM
LUC 820 (SHOPPING CENTER)**

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

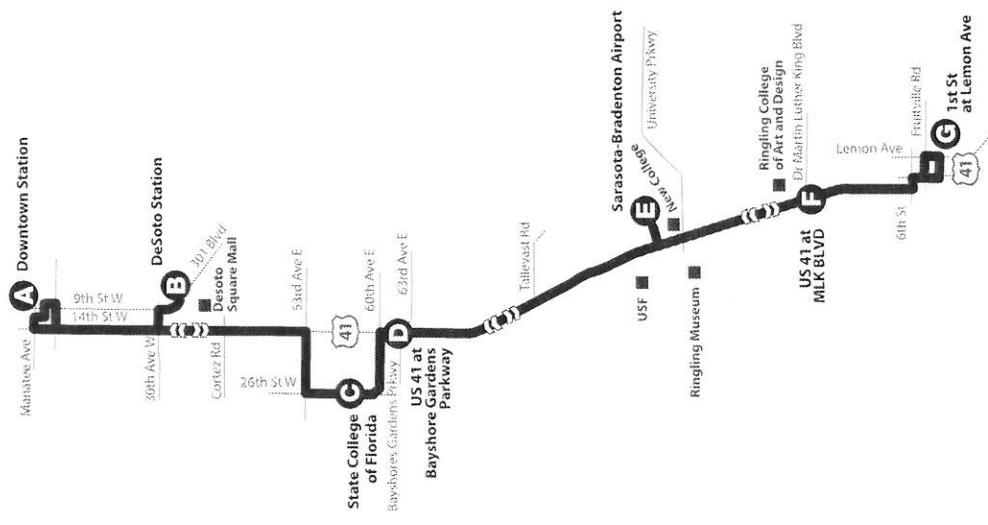
Average Pass-By Trip Percentage: 34

“—” means no data were provided

BUS ROUTE 99 SCHEDULE

ROUTE 99: US 41 • Monday - Saturday

Holiday Schedule : Fixed Route and Longboat Key services are not available on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.



SOUTH to Downtown Sarasota

A	B	C	D	E	F	G
DOWNTOWN STATION	DESOTO STATION/US 301 BLVD	STATE COLLEGE OF FLORIDA	US 41/ BAYSHORE PARKWAY	SARASOTA/ BRADENTON AIRPORT	US 41/MLK BLVD	1ST ST/ LEMON AVE
	5:15a		5:20a	5:37a	5:46a	5:54a
5:50a	6:05a	6:22a	6:28a	6:37a	6:46a	6:54a
6:20a	6:35a	6:52a	6:58a	7:07a	7:16a	7:24a
6:50a	7:05a	7:22a	7:28a	7:37a	7:46a	7:54a
7:20a	7:35a	7:52a	7:58a	8:07a	8:16a	8:24a
7:50a	8:05a	8:22a	8:28a	8:37a	8:46a	8:54a
8:20a	8:35a	8:52a	8:58a	9:07a	9:16a	9:24a
8:50a	9:05a	9:22a	9:28a	9:37a	9:46a	9:54a
9:20a	9:35a	9:52a	9:58a	10:07a	10:16a	10:24a
9:50a	10:05a	10:22a	10:28a	10:37a	10:46a	10:54a
10:20a	10:35a	10:52a	10:58a	11:07a	11:16a	11:24a
10:50a	11:05a	11:22a	11:28a	11:37a	11:46a	11:54a
11:20a	11:35a	11:52a	11:58a	12:07p	12:16p	12:24p
11:50a	12:05p	12:22p	12:28p	12:37p	12:46p	12:54p
12:20p	12:35p	12:52p	12:58p	1:07p	1:16p	1:24p
12:50p	1:05p	1:22p	1:28p	1:37p	1:46p	1:54p
1:20p	1:35p	1:52p	1:58p	2:07p	2:16p	2:24p
1:50p	2:05p	2:22p	2:28p	2:37p	2:46p	2:54p
2:20p	2:35p	2:52p	2:58p	3:07p	3:16p	3:24p
2:50p	3:05p	3:22p	3:28p	3:37p	3:46p	3:54p
3:20p	3:35p	3:52p	3:58p	4:07p	4:16p	4:24p
3:50p	4:05p	4:22p	4:28p	4:37p	4:46p	4:54p
4:20p	4:35p	4:52p	4:58p	5:07p	5:16p	5:24p
4:50p	5:05p	5:22p	5:28p	5:37p	5:46p	5:54p
5:20p	5:35p	5:52p	5:58p	6:07p	6:16p	6:24p
5:50p	6:05p	6:22p	6:28p	6:37p	6:46p	6:54p
6:20p	6:35p	6:52p	6:58p	7:07p	7:16p	7:24p
6:50p	7:05p	7:22p	7:28p	7:37p	7:46p	7:54p
7:20p	7:35p	7:52p	7:58p	8:07p	8:16p	8:24p
8:02p	8:17p	8:34p	8:40p	8:49p	8:58p	9:06p
8:55p	9:10p	9:27p	9:33p	9:42p	9:51p	10:00p

NORTH to Downtown Bradenton

G	F	E	D	C	B	A
1ST ST/ LEMON AVE	US 41/MLK BLVD	SARASOTA/ BRADENTON AIRPORT	US 41/ BAYSHORE PARKWAY	STATE COLLEGE OF FLORIDA	DESOTO STATION/US 301 BLVD	DOWNTOWN STATION
5:15a	5:20a	5:26a	5:36a	5:48a	5:48a	5:48a
5:45a	5:54a	6:02a	6:10a	6:16a	6:07a	6:19a
6:15a	6:24a	6:32a	6:40a	6:46a	6:35a	6:47a
6:45a	6:54a	7:02a	7:10a	7:16a	7:05a	7:17a
7:15a	7:24a	7:32a	7:40a	7:46a	7:35a	7:47a
7:45a	7:54a	8:02a	8:10a	8:16a	8:05a	8:17a
8:15a	8:24a	8:32a	8:40a	8:46a	8:35a	8:47a
8:45a	8:54a	9:02a	9:10a	9:16a	9:05a	9:17a
9:15a	9:24a	9:32a	9:40a	9:46a	9:35a	9:47a
9:45a	9:54a	10:02a	10:10a	10:16a	10:05a	10:17a
10:15a	10:24a	10:32a	10:40a	10:46a	10:35a	10:47a
10:45a	10:54a	11:02a	11:10a	11:16a	11:05a	11:17a
11:15a	11:24a	11:32a	11:40a	11:46a	11:35p	11:47p
11:45a	11:54a	12:02p	12:10p	12:16p	12:05p	12:17p
12:15p	12:24p	12:32p	12:40p	12:46p	12:35p	12:47p
12:45p	12:54p	1:02p	1:10p	1:16p	1:05p	1:17p
1:15p	1:24p	1:32p	1:40p	1:46p	1:35p	1:47p
1:45p	1:54p	2:02p	2:10p	2:16p	2:05p	2:17p
2:15p	2:24p	2:32p	2:40p	2:46p	2:35p	2:47p
2:45p	2:54p	3:02p	3:10p	3:16p	3:05p	3:17p
3:15p	3:24p	3:32p	3:40p	3:46p	3:35p	3:47p
3:45p	3:54p	4:02p	4:10p	4:16p	4:05p	4:17p
4:15p	4:24p	4:32p	4:40p	4:46p	4:35p	4:47p
4:45p	4:54p	5:02p	5:10p	5:16p	5:05p	5:17p
5:15p	5:24p	5:32p	5:40p	5:46p	5:35p	5:47p
5:45p	5:54p	6:02p	6:10p	6:16p	6:05p	6:17p
6:15p	6:24p	6:32p	6:40p	6:46p	6:35p	6:47p
6:45p	6:54p	7:02p	7:10p	7:16p	7:05p	7:17p
7:15p	7:24p	7:32p	7:40p	7:46p	7:35p	7:47p
8:00p	8:09p	8:15p	8:23p		8:40p	8:50p
8:40p	8:49p	8:57p				
9:35p	9:44p	9:52p				

Times may vary due to unforeseen incidents, traffic conditions and weather.

MCAT Fares

For detailed information on MCAT fares and discount fare eligibility, please see the table on the How To Ride brochure or visit www.mymanatee.org/mcat

Cash Fare	Regular Fare / *Discount Fare	\$1.50 / \$0.75
Free Fare Eligible**	Free Fare	Free
M Card 1 Day (unlimited use)	Regular Fare / *Discount Fare	\$4.00 / \$2.00

**Free Fare Eligible: 80 years and up; Children under 5; Anna Maria Island Trolley, Beach Express.

Time Points
 Points of interest

M Card 7 Day (unlimited use)	Regular Fare / *Discount Fare	\$12.00 / \$6.00
M Card 31 Day (unlimited use)	Regular Fare / *Discount Fare	\$40.00 / \$20.00
R Card 31 Day (SCAT & MCAT unlimited use)	Regular Fare / *Discount Fare	\$60.00 / \$30.00

TRIP GENERATION EQUATIONS

Shopping Center (820)

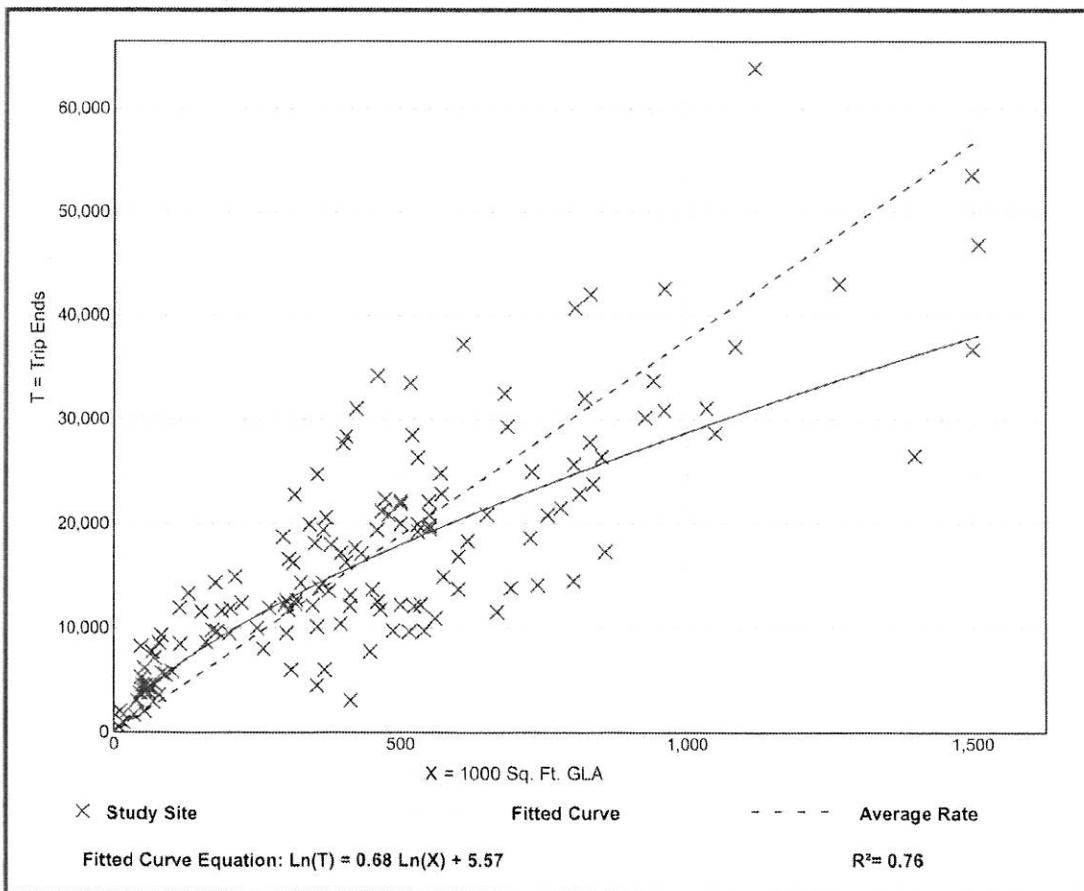
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



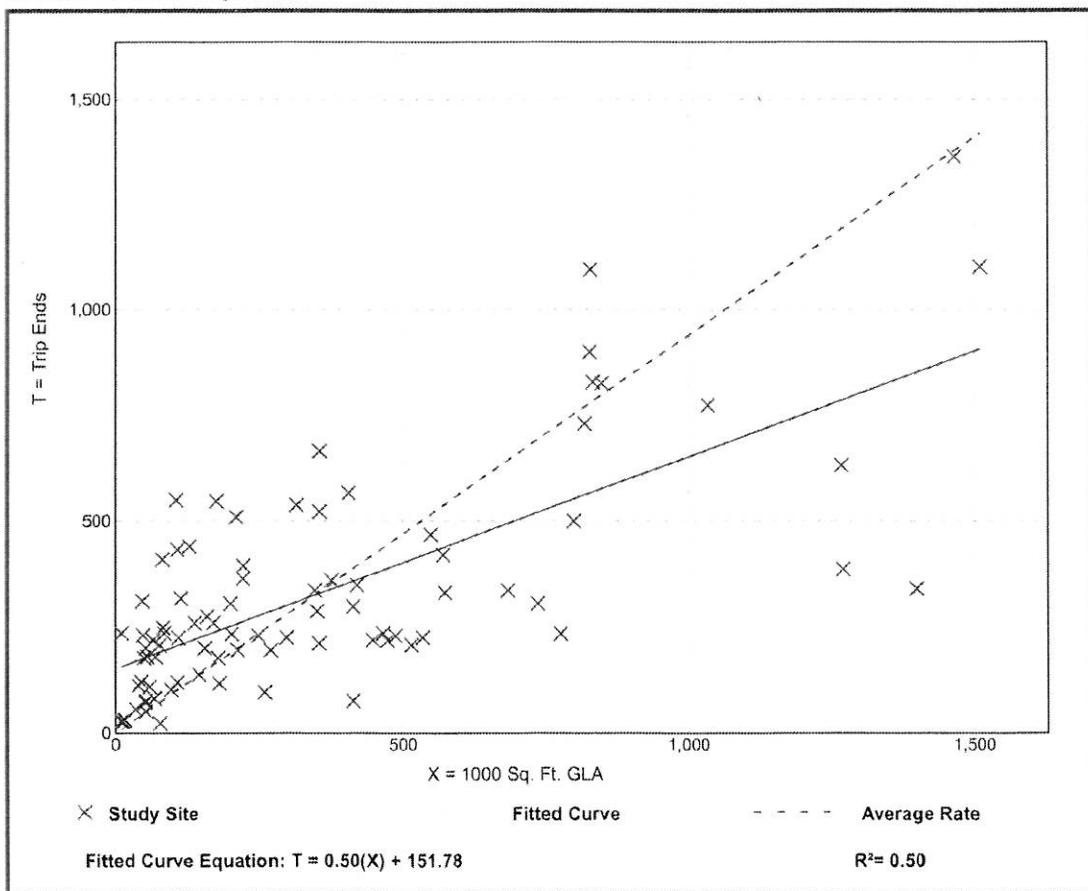
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 84
 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 261
 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation

