

**Sarasota County Bicycle Lane/Paved
Shoulder Inventory and Assessment.
Phase 2—On-Road Bicycle Facilities in the
area North of Clark Road**



North Cattlemen Road in Benderson Park

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**This document can be viewed and downloaded at www.bikeeveniceflorida.com in the
“Bike Lane/Paved Shoulder” Section.**

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Part 1—Background, Introduction and Overview

Background

Bike Lane/Paved Shoulder Project Idea

The Sarasota County Bicycle and Pedestrian Plan adopted in October 2013 states that there are 230 miles of inventoried bicycle facilities in the county. This includes dedicated bicycle/pedestrian trails and on-road facilities consisting of bike lanes and paved shoulders. The idea for this Bike Lane/Paved Shoulder project comes from the need for an ongoing evaluation of the condition of the on-road bicycle facilities in Sarasota County. This Bike Lane/Shoulder Project provides an inventory and condition assessment.

The maintenance of bike lanes and paved shoulders is closely linked to bicyclists' safety and the preservation of the bikeway function. Poor maintenance, resulting in the accumulation of sand, gravel, broken glass, or other debris and the development of potholes, corrugations and other rough surface conditions brings about unsafe bicycling conditions and may cause bicyclists to avoid bikeways that may not be suitable or safe. Maintenance should be regarded as an investment in the bikeway and insurance against repairs that may be costly.

Introduction

Phase 1 (South of Clark)

Phase 1 of the project addressed the on-road bicycle facilities south of Clark Road. The Phase 1 document was released on 11/10/13. It can be viewed and downloaded at:

<http://www.bikeveniceflorida.com/bike-lane-paved-shoulder-project/phase-1-south-of-clark/>

As a result of the Phase 1 report, Sarasota County has formulated a three point plan to address the Bike Lane/Paved Shoulder problems. These steps are:

- Include the data from the report in the County's Asset Management System.
- File work orders on periodic maintenance type problems.
- Develop a work plan for discussion in the Fiscal Year 2015 budget process.

Details of these steps can be found in a memo that can be viewed at:

<http://www.bikeveniceflorida.com/bike-lane-paved-shoulder-project/harriott-to-harmer-memo-1-31-14/>

Action has begun to address the problems with the most significant result being removal of vegetation encroachment on a number of bike lanes and paved shoulders in the Phase 1 (South of Clark) area.

Phase 2 (North of Clark)

Phase 2 is an inventory and assessment of the on-road facilities in Sarasota County, north of Clark Road. The data and results of Phase 2 are documented in this report.

Introduction, continued

Data Collection

Data for Phase 1 was gathered by an on-site assessment of each segment. Data for Phase 2 of this project was gathered by using a video action camera mounted on the handlebar of a bicycle. Each of the bike lane and paved shoulder segments was ridden and recorded. The video playback was later used to assess the condition of the segments. Real Bikes Venice provided a Garmin VIRB video camera for this project. The video camera streamlined the process by facilitating a more automated method of recording and assessing the condition of the on-road bicycle facilities.

Maintenance Responsibility

The inventory includes on-road bicycle facilities in Sarasota County. Multiple entities are involved in maintenance of these facilities including individual municipalities (Venice, North Port, Sarasota, Longboat Key), the county of Sarasota, and the Florida Department of Transportation. An attempt has not been made as part of the inventory to determine the entity responsible for each of the corridors and segments that are reported. This report will be made available to the various agencies to make them aware of problem areas.

Sarasota County does have a very effective program that allows citizens to report infrastructure problems. This report is an attempt to standardize the assessment process and serve as a way to help identify areas that may require maintenance. At any time problems can be reported to the Sarasota County Call Center at 941 861-5000 or via email at www.scgov.callcenter/pages.

Part 2—Data Collection and Methodology

Data Collection

Data collected for the bicycle lanes and paved shoulders includes the following:

- Corridor and Segment including length of the segment
- Bike Lane or Paved Shoulder designation
- Pavement Condition
- Stripe/Stripe Integrity
- Symbol/Symbol Integrity
- Signage
- Vegetation Encroachment
- Comment Section
- Data Table Code

The format for the inventory and assessment of each Corridor and Segment is as follows:

Corridor	Segment	Bike Lane	Rating	Comments
Data Table Code		Pavement Condition		
	Length Miles	Stripe/Stripe Integrity		
	Width Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

The actual data for each corridor and segment is recorded in Part 4 of this report. This inventory and assessment represents a snapshot in time of the condition of the bicycle lanes and paved shoulders. In general, the Corridor and Segment data in the Data Compilation section is in the order of north to south and west to east.

The assessment phase for this report was conducted during February 2014. Data was collected by riding and video recording each of the segments with a Garmin VIRB Action Camera.

Methodology

A method for rating and classifying the condition of the signs, lane markings/symbols, and pavement was developed as part of this project. In general, the criteria used to rate and classify the conditions of the bicycle facilities were derived from the American Association of State Highway and Transportation Officials (AASHTO) Guide. The methodology used here is much the same as a similar program that is used in New York City to inventory and assess their on-road bicycle facilities.

Length and Width

The length in miles is recorded for each segment of the inventory. The length was measured by using Microsoft Streets and Trips maps. Unless otherwise stated, the bike lane/paved shoulders are on both sides of the road segment. Bike lane/paved shoulders on only one side of the road are noted in the “Data Compilation” section. The width was determined by a physical measurement of each bike lane or shoulder segment.

Bike Lane or Paved Shoulder Designation

Each segment was recorded as either a bike lane or a paved shoulder. Bike lanes require signage and a bike lane symbol. Paved shoulders do not require any special marking or signage.

Pavement Conditions Inventory and Assessment

The pavement condition data was collected by recording the physical condition of the roadway in the bicycle lanes and paved shoulders. The following information was considered when assessing the pavement condition:

Good, if the lane or shoulder was in excellent condition with a comfortable and smooth riding surface

Fair, if less than 25% of the surface was uncomfortable to ride due to potholes, bumps, uneven pavement wide and/or deep cracks, utility covers/grates were not flush with the pavement surface. Irregularities or defects would occur in isolated areas or sections of the surface and occur occasionally, not frequently.

Poor, if 25% or more of the bicycle surface or a significant section of the lane/shoulder was rough or uncomfortable to ride due to pot holes, bumps, uneven pavement, wide or deep cracks or utility covers/grates not flush with pavement surface. Irregularities or defects occur frequently or regularly along the route.

Striping Assessment

Striping assessment was collected on a segment to segment basis and specific problems were reported in the comments section for each segment. The rating criteria used for the condition of on-street bike lane/shoulder striping was as follows:

Good, if a majority of the striping on a segment was observed to be clearly visible and uninterrupted.

Fair, if striping is good in general but there are some gaps or worn areas.

Poor, if a significant portion of the striping on a segment is worn or missing.

Bike Lane Markings and Symbols Inventory

In general, adequate pavement markings are essential on the roadways. Symbols should be located immediately after and or preceding an intersection. Pavement markings for bicycle lanes should channel users and provide a clear message to motorists that the road must be shared with cyclists. Lane markings and symbols data was collected on a segment to segment basis. For pavement symbols, the following rating criteria were used:

Good, if symbols are in good condition and clearly visible.

Fair, if symbols had minor defects on its surface or slightly worn.

Poor, if symbols were worn, partly missing, or distorted, making it difficult for cyclists and motorists to distinguish them.

N/A, for paved shoulders. Markings and symbols are not required.

The Manual on Universal Traffic Control Devices (MUTCD) now specifies that a “Diamond Symbol” is no longer acceptable. Either a bike symbol or a helmeted bicyclist symbol or “bike lane” word legend are acceptable but optional. These assessment ratings do not take this requirement in to account.

Signage Inventory—Rating and Classification

The criteria used to rate the signs were based on the physical condition of the sign and if its message could be easily read by the user. Inventoried signs consisted of only the “Bike Lane” signs that inform the user and the motorists of the presence of a bike lane. Additional approved sign types that could be used are as shown in Appendix G. Specific problems were highlighted in the comments section for the particular segment. The rating criteria were:

Good, if the signs were in excellent condition (no graffiti, not vandalized, not bent, not worn).

Fair, if the signs had minor defects on its surface or slightly worn.

Poor, if bent, distorted, vandalized or worn.

N/A, for paved shoulders. Markings and symbols are not required.

The Manual on Universal Traffic Control Devices (MUTCD) now specifies that a bike lane sign no longer includes a “Diamond Symbol.” These assessment ratings do not take this requirement into account.

Vegetation Encroachment

Vegetation encroachment onto the surface can result in a narrowing of the usable width of the bike lane or paved shoulder resulting in cyclists having to veer onto the roadway. Surface vegetation can also eventually result in a break up of the edge of the pavement. Trees, bushes and tall grasses encroaching into bikeways can cause visibility problems for approaching motorists and can also result in cyclists having to veer into the roadway. Nearly all of the vegetation encroachment problems that are noted in the “Data Compilation” section are a result of surface vegetation encroachment. The few exceptions to this are highlighted in the comments section of the particular segment. The rating criteria for vegetation encroachment are:

None, if there is no vegetation encroachment.

Some, if vegetation encroachment is causing minor narrowing of the bikeway surface or minor visibility problems.

Bad, if vegetation encroachment is causing significant narrowing of the bikeway surface or visibility problems.

Part 3—Summary and Conclusions

Phase 2 (North) Inventory and Assessment

The inventory and assessment for the area in Sarasota County north of Clark Road includes 169 miles of bike lanes and 67 miles of paved shoulders. Note that a 1 mile section of road with a bike lane or paved shoulder on both sides equates to 2 miles in the inventory.

Only the bike lane/paved shoulder on the east bound side of University Blvd between 301 and Lorraine is included in the inventory. The west bound side of these segments is in Manatee County.

The actual assessment data compilation is shown in full for each of the segments in Part 4.

The inventory and assessment included 90 segments. Some of the more lengthy corridors were divided into several individual segments.

13 of the 90 segments (14%) had at least one assessment factor that was rated poor or bad depending on the factor. A breakdown of the segments that had an assessment factor that was rated poor or bad is as follows:

<u>Factor</u>	<u># of Segments</u>	<u>% of Total Segments (90)</u>
Vegetation	6	7%
Symbol	5	5%
Stripe	5	5%
Pavement	1	1%

Note that some of the segments have multiple bad or poor ratings so the percentages here are not additive to account for the overall 14% total.

A summary of the individual segments that had an assessment factor that was rated poor or bad is shown on Table 1 on the following page.

Overall the bike lanes and paved shoulders in the North are in good condition. There is a short list of “bad” and “poor” problem areas that need to be addressed.

A basic infrastructure of north/south and east/west corridors is in place. A number of gaps do exist which make navigating the on-road bicycling infrastructure a challenge in some places. An effort needs to be made to fill-in the gaps with additional bike lanes or paved shoulders. It would be helpful to upgrade paved shoulders to bike lanes by adding bike lane symbols in some locations. At locations where bike lanes end it would be prudent to install some “Bikes Sharing the Road” signs.

The most challenging and dangerous segment in the North area is on Midnight Pass Road between Ocean and Stickney Point. In both the north and south directions on that segment a 2-foot shoulder merges into a sidewalk. Bicyclists are sandwiched between a busy pedestrian sidewalk and a busy travel lane. The morning that I surveyed that segment, a bicyclist was hit and seriously injured by a car that had crossed the traffic lane into a condo driveway.

Table 1—Summary of Segments with Poor or Bad Assessment Ratings

Corridor	Segment	Data Code	Problem	Comments
Old Bradenton Road	University to MLK	2C	Stripe and Symbols	
Myrtle	301 to Tuttle	2E	Vegetation	
Cattlemen	Richardson to Fruitville	5E	Stripe	
Central	MLK to 10th Street	6C	Stripe and Symbols	
North Orange	32nd to 12th	8A	Pavement	
Richardson Way/ Rd	Fruitville to Honore	8D	Vegetation	
Boulevard of the Presidents	S Washington to Cleveland	11D	Stripe and Symbols	
Tuttle	Myrtle to MLK	12B	Symbols and Vegetation	
Osprey	Grove to Orchid	14E	Stripe	
Honore	Bee Ridge to Proctor	15E	Symbols	
Siesta Drive	Bay Island Park to US 41	16E	Vegetation	
Midnight Pass	Stickney Pt to south end of Siesta Key	18A	Vegetation	
Sawyer	Bee Ridge to Clark	18D	Vegetation	

Summary of Phase 1 Inventory and Assessment

The on-road inventory of bicycle facilities for the area of Sarasota County south of Clark/Stickney Point includes 143 miles of bike lanes and 89 miles of paved shoulders. As a clarification, a 1 mile section of road with bike lanes or paved shoulders on both sides equates to 2 miles.

The inventory and assessment data for Phase 1 (South) can be viewed in full and/or downloaded at:

<http://www.bikeveniceflorida.com/bike-lane-paved-shoulder-project/phase-1-south-of-clark/>

For comparison a summary of the results of the Phase 1 (South) inventory and assessment is as follows:

44 of the 82 segments (53%) had at least one assessment factor that was rated poor or bad depending on the factor. A breakdown of the segments that had an assessment factor that was rated poor or bad is as follows:

<u>Factor</u>	<u># of Segments</u>	<u>% of Total Segments (82)</u>
Symbol	26	31%
Vegetation	23	28%
Stripe	12	15%
Pavement	7	8%

Note that some of the segments have multiple bad or poor ratings so the percentages here are not additive.

Phase 1 and Phase 2 On-Road Bicycle Facility Miles

	Bike Lane Miles	Paved Shoulder Miles	Total
Phase 1 (South)	143	89	232
Phase 2 (North)	169	67	236
Total	312	156	468

Phase 1 (South) vs Phase 2 (North) Assessment Comparison

The areas North of Clark and South of Clark have approximately the same number of miles of on-road bike facilities. The inventory includes approximately the same number of segments. North (90 segments) South (82 segments). The area North of Clark has significantly fewer segments (14%) with bad or poor assessment ratings than the area South of Clark (53%).

One of the reasons for the differences may be that a number of the roads in the North area have been recently repaved which corrects all of the assessment deficiencies. These include: University, N301, North Cattlemen, Honore, SR72 and Fruitville. Another factor may be that in the North area more of the roads have curbs that make them less likely to have vegetation encroachment. The bottom line is that the on-road bicycle infrastructure is in much better condition in the North area than in the South area.

The Best of the Bike Lanes

Many of the segments in the inventory had no significant problems or only a few minor issues. The best of the best segments are as follows:

- North Cattlemen from University Parkway to Richardson Road
- Honore from Fruitville Road to Bee Ridge
- 301 (Washington) from University to Fruitville
- Fruitville from Coburn to Debrecen

Missing Links and Disappearing Lanes

Several corridors with good bike lanes or shoulders have some missing links and disappearing lanes. These cause particularly dangerous situations because the motorists have to adapt to the fact that cyclists have to “take the lane” to get through these areas. Several of these locations are as follows:

John Ringling Blvd across the low bridge west of Bird Key Park—This corridor is used by many bicyclists to get to popular riding venue on Longboat Key. There is a very good bike lane to the east of the low bridge and a good paved shoulder to the west but no on-road cycling infrastructure on the bridge. There is a sidewalk work-around but this is not favored by most on-road cyclists.

Siesta Drive from Flores to Osprey—Bicycle access to and from Siesta Key via Stickney Point is very limited. Siesta Drive provides better access but the bike lane disappears between Flores and Osprey.

Orange/Osprey—Osprey and Orange provide a north south corridor to downtown Sarasota but the bike lane/paved shoulder is intermittent.

Honore from Richardson to Fruitville The newer section of Honore with the traffic circles provides a very good north/south corridor. Going north the Honore bike lane ends at Fruitville.

Honore from Proctor to Clark—The bike lane on Honore disappears between Proctor and Clark.

Midnight Pass Road from Beach to Stickney Point—The paved shoulder on Midnight Pass Road between Beach and Stickney Point shares the sidewalk. When traffic is heavy on Siesta Key this is probably the most dangerous place to ride in all of Sarasota County.

Clark/SR72 I75 Intersection—It is very difficult to navigate through the Clark /SR72 and I75 interchange. Similar intersections at Fruitville and I75 or University and I75 are better designed with defined bike lanes.

Discrepancy Between Reported Miles and Inventoried Miles

The Sarasota County Bicycle and Pedestrian Plan adopted in October 2013 states that there are 230 miles on-road and dedicated trail bicycle facilities in the county. This differs significantly from the 468 miles of on-road facilities accounted for in the Phase 1 and Phase 2 inventories. Part of the discrepancy could be attributed to the fact that this inventory counts 1 mile of road with on-road facilities as 1 mile on each side or a total of 2 miles.

A Call for Action

The Bike Lane/Paved Shoulder Project has now identified the on-road bicycle facilities in all of Sarasota County and assessed their condition. There is a significant network of facilities but the assessment indicates that the maintenance on some segments has not been a priority. Sarasota County is in the process of implementing a course of action that will lead to a comprehensive plan for maintaining and improving the on-road bicycle facilities. These steps will undoubtedly lead to an improvement in safety and an increase in usage. The municipalities (Venice, North Port, Sarasota, Longboat Key) need to adopt similar measures to maintain and improve the on-road facilities within their boundaries.

Ideas

Designated Bike Routes

The bike lanes and paved shoulders provide a variety of on-road bicycle facilities in Sarasota County. The Legacy Trail and the Venetian Waterway Park combine to provide a significant corridor of shared use facilities. Currently there is not a system that links the on-road and shared use networks together. There are some generic “Bike Route” signs at places near the Legacy Trail and there are some trail specific way finding signs on the Legacy Trail. It would be helpful to designate a consensus north/south route and mark it with area wide bike route way finding signs that users could follow. The next step would be to begin to develop a grid of east/west connections to the north/south spine. Throughout the network, transitions between the facilities should be functional and intuitive so the user can follow the route without the need of maps.



Signs, Signs, Signs

Some specific signage would be helpful in educating both the motorists and bicyclists. Placement of these signs should be in areas with high bicycle traffic .



The “Walk Bikes Across Bridge” signs create lots of ill will towards cyclists. Motorists see the signs and interpret them to mean that cyclists must not ride across the bridge. Cyclists are harassed by motorists for riding across the bridges where these signs are posted. The signs are yellow and thus cautionary in nature and do not have the force of a law. A better solution to meet the needs of all roadway users and comply with statutes would be to use signs that remind everyone of their responsibilities. Some possible signs are:

- Bicycles May Use Full Lane
- Share the Road



Future Plans

Bike Lane/Paved Shoulder—The Bike Lane/Paved Shoulder Project is meant to be a work in progress. Phase 1 (South of Clark) and Phase 2 (North of Clark/Stickney Point) are intended to provide a baseline of the location and condition of all the on-road bicycle facilities in Sarasota County. The ultimate goal of the project is to upgrade the condition of the existing on-road bicycle facilities and make them safer for cyclists. The Phase 1 and Phase 2 documents focus on identifying deficiencies in the current network and propose some possible solutions to these deficiencies. Improvements have already been made as a result of the Phase 1 inventory and assessment. Future inventory and assessments will be conducted and compared to the baseline to measure improvements. The next inventory and assessment for both the North and the South will be conducted in the Fall of 2014.

The Garmin VIRB action camera that was provided by Real Bikes Venice facilitated a much more automated method of recording and assessing the condition of the on-road bicycle facilities. The camera was installed on a bicycle handlebar mount and used to record video footage of the on-road facilities. This technology resulted in a quantum improvement in the inventory and assessment process for Phase 2 (North of Clark Road) of this project.

Future project plans are to post video clips of problem segments and to subsequently document improvements that are made to those problem segments. Plans also include the development of a cross reference locator using Google maps to identify the inventoried segments and their assessment ratings.

On-Road Bicycle Facility Gaps—Some gaps in the on-road network were identified in Phase 1 and Phase 2 of the Bike Lane/Paved Shoulder Project. A future project will focus on the gaps in the on-road network. It will also make recommendations of ways to better connect the on-road facilities to the existing trails.

Area Bicycle Maps—The maps shown in Appendix B are prototypes for a map project that could eventually include all of Sarasota County. The goal is to have an e-map and a hardcopy map that shows the bike lanes, paved shoulders, sidewalk connectors and shows the roads rated as good, fair and avoid.

Bicycle Loop Maps and Cue Sheets—Another future project idea is to identify and document a number of ride-able loops. These will be available as hardcopy cue sheets and maps as well as be downloadable to bicycle GPS devices. An example of one of these is shown in Appendix D on page 42. Eventually these loops could be marked with pavement markings and/or signs.

Part 4—Data Compilation

University Pkwy	Hwy 41 to 301	Bike Lane	Rating	Comments
1A		Pavement Condition	Good	Near 301 intersection
		Length - 1.75 Miles	Stripe/Stripe Integrity	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

University Pkwy	301 to Lockwood Ridge	Bike Lane	Rating	Comments
1B		Pavement Condition	Good	Check this section
		Length - 1.6 Miles	Stripe/Stripe Integrity	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

University Pkwy	Lockwood Ridge to Honore	Bike Lane	Rating	Comments
1C		Pavement Condition	Good	
		Length - 2.55 Miles	Stripe/Stripe Integrity	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

University Pkwy	Honore to I75	Bike Lane	Rating	Comments
1D		Pavement Condition	Good	
		Length - .92 Miles	Stripe/Stripe Integrity	
	Width— Variable Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

University Pkwy	I75 to Lakewood Ranch Blvd	Bike Lane	Rating	Comments
1E		Pavement Condition	Good	
		Length - 1.0 Miles	Stripe/Stripe Integrity	
	Width - Variable Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

University Pkwy 2A	Lorraine to	Bike Lane	Rating	Comments
	Ganton Ave	Pavement Condition	Good	Manatee County
	Length - 2.8 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 feet	Symbol/Symbol Integrity	N/A	
		Signs	N	
		Vegetation Encroachment	Some	

Bay Shore Road 2B	Ringling Plaza to	Paved Shoulder	Rating	Comments
	47th Street	Pavement Condition	Good	
	Length – .5 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Old Bradenton Road 2C	University Pkwy to	Bike Lane	Rating	Comments
	MLK Jr, Way	Pavement Condition	Fair	
	Length— 1.5 Miles	Stripe/Stripe Integrity	Poor	
	Width—4 Feet	Symbol/Symbol Integrity	Poor	
		Signs	Some	
		Vegetation Encroachment	None	

Washington/301N 2D	University Pkwy to	Bike Lane	Rating	Comments
	Fruitville	Pavement Condition	Good	
	Length— 3.4 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Myrtle 2E	301 to Tuttle	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	Not a bike lane east of Booker.
	Length – 1.05 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	None	No symbols. No signs
		Signs	None	
		Vegetation Encroachment	Bad	

Lockwood Ridge 3A	University Pkwy to	Bike Lane	Rating	Comments
	17th Street	Pavement Condition	Good	
	Length - 2.5 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Longwood Blvd 3B	University Pkwy to	Bike Lane	Rating	Comments
	Desoto Road	Pavement Condition	Good	
	Length – .70 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

Honore 3C	University Pkwy to	Bike Lane	Rating	Comments
	Longmeadow	Pavement Condition	Fair	
	Length— 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	None	

North Cattlemen 3D	University Pkwy to	Bike Lane	Rating	Comments
	Benderson Park Bridge	Pavement Condition	Good	
	Length— 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width— 5 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Desoto 3E	Honore to North	Bike Lane	Rating	Comments
	Cattlemen	Pavement Condition	Good	
	Length – .50 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Lakewood Ranch Blvd 4A	University to Communications	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length - 1.1 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Intentionally Blank 4B		Bike Lane	Rating	Comments	
		Pavement Condition			
		Length – Miles	Stripe/Stripe Integrity		
		Width - Feet	Symbol/Symbol Integrity		
			Signs		
			Vegetation Encroachment		

Lorraine Road 4C	University Pkwy to Cow Camp Lane	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length— .1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Some	

Systems Ct. 4D	Communications Pkwy turnaround	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— .1 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Wireless Ct 4E	Lakewood Ranch Blvd to turnaround	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – .1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Intentionally Blank 5A		Bike Lane	Rating	Comments
		Pavement Condition		
	Length - Miles	Stripe/Stripe Integrity		
	Width - feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

Energy Ct. 5B	Lakewood Ranch Blvd	Bike Lane	Rating	Comments
	to turnaround	Pavement Condition	Good	
	Length – .1 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Satellite Ct. 5C	Lakewood Ranch Blvd	Bike Lane	Rating	Comments
	to turnaround	Pavement Condition	Good	
	Length— .1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Cattlemen 5D	Benderson Park	Bike Lane	Rating	Comments
	Bridge to Richardson	Pavement Condition	Good	
	Length— 2.35 Miles	Stripe/Stripe Integrity	Good	
	Width— 5 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Cattlemen 5E	Richardson to	Bike Lane	Rating	Comments
	Fruitville	Pavement Condition	Good	
	Length – .62 Miles	Stripe/Stripe Integrity	Poor	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	None	

Cocoanut 6E	MLK to Gulfstream	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 1.7 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Gulfstream 6B	Cocoanut south to Turn-around	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length – .25 Miles	Stripe/Stripe Integrity	Good	
	Width—3 Feet	Symbol/Symbol Integrity	N.A	
		Signs	N/A	
		Vegetation Encroachment	None	

Central 6C	MLK to 10th Street	Bike Lane	Rating	Comments
		Pavement Condition	Fair	
	Length - 1.0 Miles	Stripe/Stripe Integrity	Poor	
	Width - 4 feet	Symbol/Symbol Integrity	Poor	
		Signs	Good	
		Vegetation Encroachment	Some	

10th Street 6D	Hwy 41 to Orange	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – .5 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

6th (Blvd of the Arts) 6E	Hwy 41 to Central	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— .25 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	None	
		Vegetation Encroachment	None	

17th Street 7A	Orange to Tuttle	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— 1.5 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

17th Street 7B	Tuttle to Honore	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 3.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

12th Street 7C	Orange to N. Brink	Paved Shoulder	Rating	Comments Not designated as a bike lane
		Pavement Condition	Good	
	Length – 1.75 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Intentionally Blank 7D		Bike Lane	Rating	Comments
		Pavement Condition		
	Length – Miles	Stripe/Stripe Integrity		
	Width— Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

Lemon 7E	10th to Fruitville	Shoulder	Rating	Comments
		Pavement Condition	Fair	
	Length – .4 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Orange 8A	32nd to 12th	Bike Lane	Rating	Comments
		Pavement Condition	Bad	
	Length – .75 Miles	Stripe/Stripe Integrity	Fair	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	Some	

Orange 8B	Myrtle to 32nd	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – .2 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Richardson 8C	Honore to Cattlemen	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	None	
		Signs	None	
		Vegetation Encroachment	Some	

Richardson Way/Rd 8D	Fruitville to Honore	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – .55 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	None	
		Signs	Good	
		Vegetation Encroachment	Bad	

Beneva 8E	17th Street to Fruitville	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length - 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Sarasota Center 9A	Consumer to Fruitville	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length - 1.4 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Global Court 9B	Sarasota Center to Turn-around	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length – .1 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Some	

Consumer Court 9C	Sarasota Center to Turn-around	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length— .1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Some	

Fruitville 9D	Hwy 41 to 301	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Fruitville 9E	301 to I75	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— 5.2 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

West bound just west of Cattlemen

Fruitville 10A	175 to Debrecen Road	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 2.5 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Fruitville 10B	Dog Kennel Road to Verna	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 7.1 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

John Ringling Causeway 10C	Bird Key Drive to Hwy 41	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— 1.2 Miles	Stripe/Stripe Integrity	Good	
	Width—10 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

John Ringling Pkwy 10D	N. Washington Dr to Low Bridge	Bike Lane	Rating	Comments Gap at “Low Bridge” No bike lane.
		Pavement Condition	Good	
	Length— .50 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

John Ringling Pkwy 10E	Ken Thompson Pkw to N. Washington Drive	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length – .80 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

11A	Gulf of Mexico Drive	Manatee County	Bike Lane	Rating	Comments
		Ken Thompson Pkwy	Pavement Condition	Good	
		Length - 5.5 Miles	Stripe/Stripe Integrity	Good	
		Width - 4 Feet	Symbol/Symbol Integrity	Good	
			Signs	Good	
			Vegetation Encroachment	Some	

11B	Intentionally Blank		Bike Lane	Rating	Comments
			Pavement Condition		
		Length – Miles	Stripe/Stripe Integrity		
		Width - Feet	Symbol/Symbol Integrity		
			Signs		
			Vegetation Encroachment		

11C	Ben Franklin Pkwy	John Ringling Blvd	Bike Lane/Paved Shoulder	Rating	Comments
		South Lido County Pk	Pavement Condition	Good	
		Length— 1.5 Miles	Stripe/Stripe Integrity	Good	
		Width—4 Feet	Symbol/Symbol Integrity	Good	
			Signs	Good	
			Vegetation Encroachment	None	

11D	Blvd of the Presidents	S Washington Dr	Bike Lane	Rating	Comments
		Cleveland Dr	Pavement Condition	Fair	
		Length— .3 Miles	Stripe/Stripe Integrity	Poor	
		Width— 4 Feet	Symbol/Symbol Integrity	Poor	
			Signs	No	
			Vegetation Encroachment	Bad	

11E	Oak	Osprey to 301	Shoulder	Rating	Comments
			Pavement Condition	Good	
		Length – .20 Miles	Stripe/Stripe Integrity	Good	
		Width—4 Feet	Symbol/Symbol Integrity	N/A	
			Signs	N/A	
			Vegetation Encroachment	None	

Ringling Blvd 12A	Lime to Tuttle	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length - .65 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Tuttle 12B	Just North of Myrtle To MLK	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – .45 Miles	Stripe/Stripe Integrity	Fair	
	Width—4 Feet	Symbol/Symbol Integrity	Poor	
		Signs	Good	
		Vegetation Encroachment	Bad	

Tuttle 12C	MLK to Fruitville	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 1.5 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	None	

Tuttle 12D	Fruitville to Siesta Dr	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 2.2 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	None	

Bahia Vista St 12E	Tuttle to Cattlemen	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length - 3.8 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Bahia Vista St 13A	Hwy 41 to	Bike Lane	Rating	Comments
	Tuttle	Pavement Condition	Fair	
	Length— 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet/Varies	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Apex/Coburn 13B	Interstate Blvd to	Paved Shoulder	Rating	Comments
	Palmer Blvd	Pavement Condition	Fair	
	Length— .65 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Palmer Blvd 13C	I75 to	Bike Lane	Rating	Comments
	Debreceen	Pavement Condition	Good	
	Length – 2.7 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	Some	

Wilkinson Road 13D	Honore to	Shoulder	Rating	Comments
	Cattlemen	Pavement Condition	Good	
	Length - .8 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Center Gate Blvd 13E	Bee Ridge to	Shoulder	Rating	Comments
	Wilkinson Road	Pavement Condition	Fair	
	Length – .65 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Coburn 14A	Fruitville to Interstate	Bike Lane	Rating	Comments
	Blvd	Pavement Condition	Good	
	Length – .4 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

East Road 14B	Rim Road	Bike Lane	Rating	Comments
	Palmer Blvd	Pavement Condition	Good	
	Length – .1 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Mauna Loa Blvd 14C	Edgelake to	Bike Lane	Rating	Comments
	Berkshire	Pavement Condition	Good	
	Length— 1.6 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

McClellan Pkwy 14D	Orange to Osprey	Paved Shoulder	Rating	Comments
		Pavement Condition	Fair	
	Length— .35 Miles	Stripe/Stripe Integrity	Fair	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Osprey 14E	Grove to Orchid	Bike Lane	Rating	Comments
		Pavement Condition	Fair	
	Length— .4 Miles	Stripe/Stripe Integrity	Poor	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Orange 15A	Alta Vista to	Bike Lane	Rating	Comments
	Hillview	Pavement Condition	Good	
	Length – .57 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Webber 15B	McIntosh to Honore	Paved Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length— 1.1 Miles	Stripe/Stripe Integrity	Good	
	Width—Variable Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Some	

Siesta Drive 15C	US 41 to Tuttle	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length— 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

McIntosh 15D	Just north of Bahia	Bike Lane	Rating	Comments
	Vista to Bee Ridge	Pavement Condition	Good	
	Length – 2.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Honore 15E	Bee Ridge to	Shoulder	Rating	Comments
	Proctor	Pavement Condition	Fair	
	Length - 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Poor	
		Signs	Good	
		Vegetation Encroachment	None	

Honore 16A	Fruitville to	Bike Lane	Rating	Comments
	Bee Ridge	Pavement Condition	Good	
	Length - 2.7 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Webber 16B	Honore to	Bike Lane/Paved	Rating	Comments
	Cattlemen	Pavement Condition	Good	
	Length – .75 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Cattlemen 16C	Palmer Blvd to	Bike Lane	Rating	Comments
	Bee Ridge	Pavement Condition	Good	
	Length— 1.9 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Orange 16D	Siesta to	Paved Shoulder	Rating	Comments
	Versailles	Pavement Condition	Good	
	Length— .10 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Siesta Dr 16E	Bay Island Park	Shoulder/Bike Lane	Rating	Comments
	US 41	Pavement Condition	Good	
	Length – 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width—Variable Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Bad	

Intentionally Blank 17A		Shoulder	Rating	Comments
		Pavement Condition		
	Length – Miles	Stripe/Stripe Integrity		
	Width—Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

Siesta Drive 17B	Bay Island Park	Shoulder	Rating	Comments
	Higel	Pavement Condition	Good	
	Length— .60 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Higel 17C	Siesta Drive to	Shoulder	Rating	Comments
	Ocean Blvd	Pavement Condition	Good	
	Length – 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width— Variable Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Midnight Pass 17D	Higel to	Shoulder	Rating	Comments
	Beach Road	Pavement Condition	Fair	
	Length - 1.8 Miles	Stripe/Stripe Integrity	Good	
	Width - Variable feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Midnight Pass 17E	Beach Road to	Shoulder	Rating	Comments
	Stickney Point Rd	Pavement Condition	Fair	
	Length - 1.25 Miles	Stripe/Stripe Integrity	Good	
	Width -2 feet/Varies	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Midnight Pass 18A	Stickney Point to	Bike Lane	Rating	Comments
	South end of Siesta Ke	Pavement Condition	Good	
	Length – 3.0 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Bad	

Ocean 18B	Higel to Treasure	Bike Lane	Rating	Comments
	Boat Way	Pavement Condition	Good	
	Length— .75 Miles	Stripe/Stripe Integrity	Good	
	Width— 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	Some	

Beach 18C	Ocean to	Bike Lane	Rating	Comments
	Midnight Pass	Pavement Condition	Good	
	Length— 1.25 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Sawyer 18D	Bee Ridge to	Bike Lane/Shoulder	Rating	Comments
	Clark	Pavement Condition	Good	
	Length – 2.0 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	Fair	
		Signs	Good	
		Vegetation Encroachment	Bad	

Grass and bushes.

Stickney Point 18E	Midnight Pass Rd	Shoulder	Rating	Comments
	To Bridge	Pavement Condition	Good	
	Length – .15 Miles	Stripe/Stripe Integrity	Good	
	Width—4 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Proctor 19A	Montevista to McIntosh	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length - 1.15 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

McIntosh 19B	Bee Ridge to Proctor	Bike Lane	Rating	Comments
		Pavement Condition	Good	
	Length – 1.0 Miles	Stripe/Stripe Integrity	Good	
	Width - 4 Feet	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Clark 19C	Catamaran to I75	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length - .15 Miles	Stripe/Stripe Integrity	Good	
	Width - Variable	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	Some	

Clark Road/SR72 19D	I75 to MSP	Bike Lane/Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length— 9.0 Miles	Stripe/Stripe Integrity	Good	
	Width—Variable	Symbol/Symbol Integrity	Good	
		Signs	Good	
		Vegetation Encroachment	None	

Clark Road/SR72 19E	MSP to County Line	Shoulder	Rating	Comments
		Pavement Condition	Good	
	Length – 4 Miles	Stripe/Stripe Integrity	Good	
	Width— 2 Feet	Symbol/Symbol Integrity	N/A	
		Signs	N/A	
		Vegetation Encroachment	None	

Intentionally Blank 20A		Shoulder	Rating	Comments
		Pavement Condition		
	Length - Miles	Stripe/Stripe Integrity		
	Width - feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

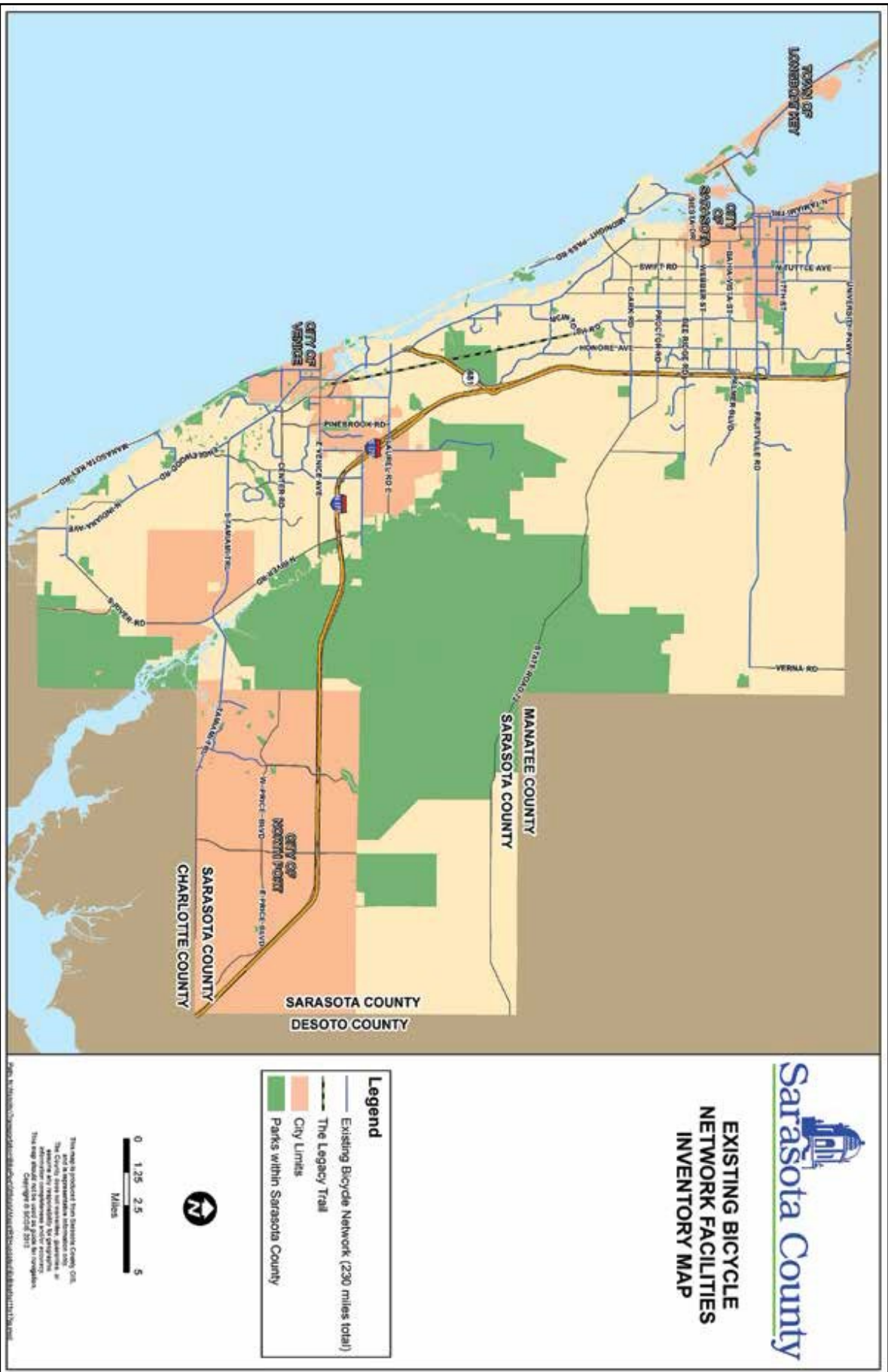
Intentionally Blank 20B		Bike Lane	Rating	Comments
		Pavement Condition		
	Length – Miles	Stripe/Stripe Integrity		
	Width - Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

Intentionally Blank 20C		Bike Lane	Rating	Comments
		Pavement Condition		
	Length— Miles	Stripe/Stripe Integrity		
	Width—Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

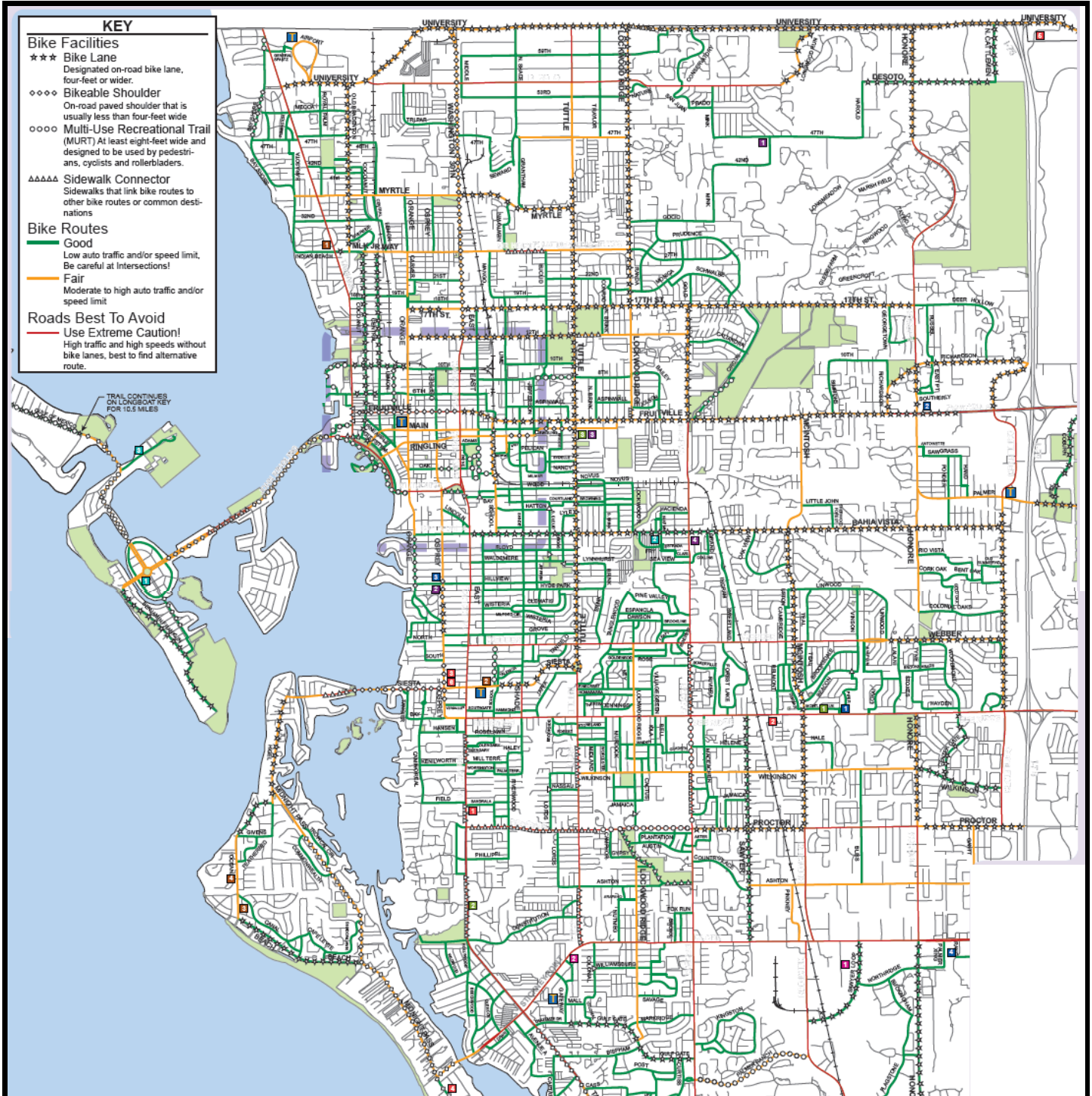
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		Pavement Condition		
	Length— Miles	Stripe/Stripe Integrity		
	Width— Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

Intentionally Blank 20E		Shoulder	Rating	Comments
		Pavement Condition		
	Length – Miles	Stripe/Stripe Integrity		
	Width—Feet	Symbol/Symbol Integrity		
		Signs		
		Vegetation Encroachment		

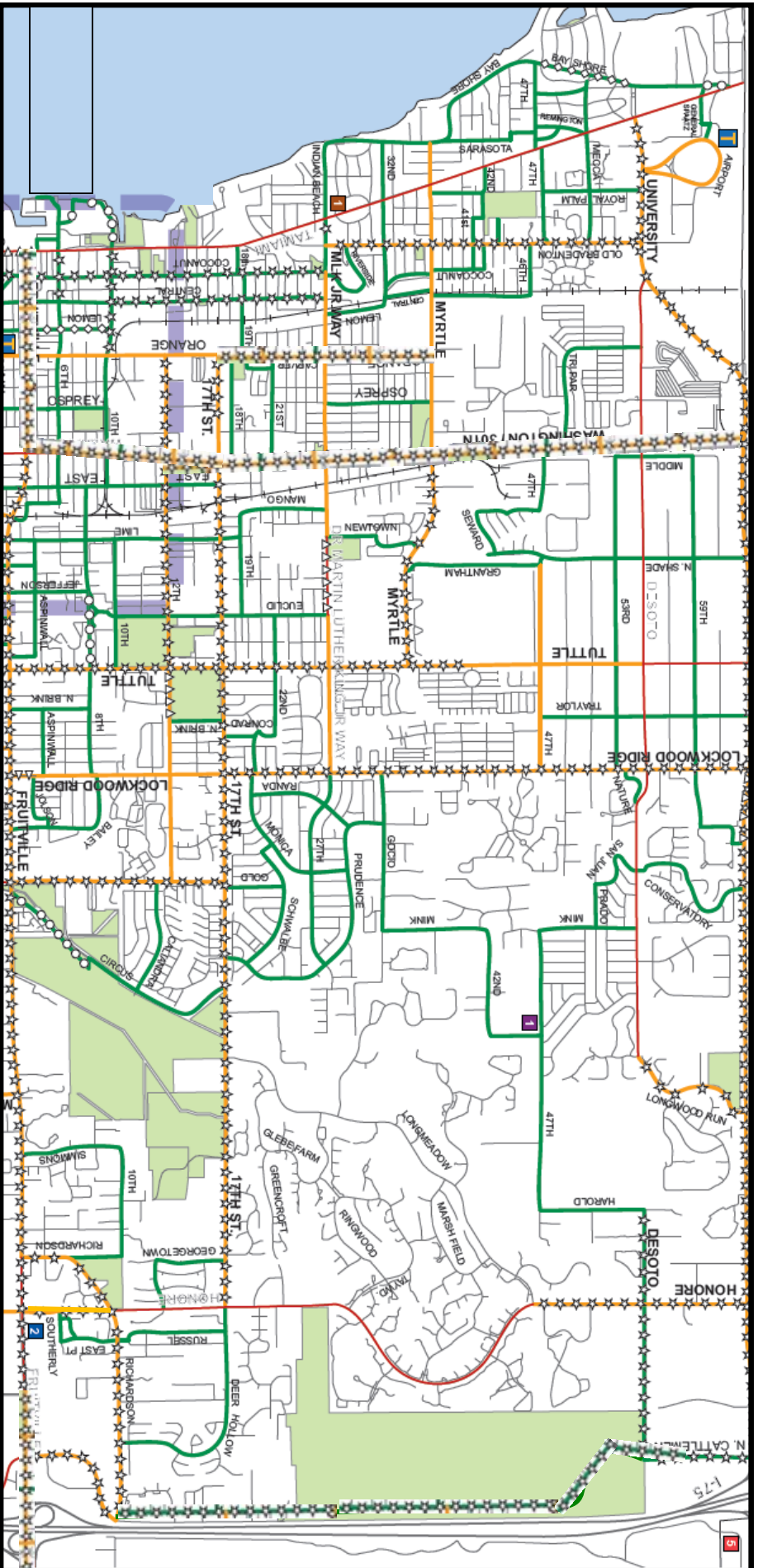
Appendix A: "Existing Bicycle Facilities Network Facilities Inventory Map" from the Sarasota County Bicycle Pedestrian Plan.



Appendix B1: Existing Bicycle Facilities taken from the Sarasota Bike Map and Local Business Guide produced by A.R.T. 2009.
The area to the east of I 75 is not covered by this map.



Appendix B2: Expanded View of Appendix B. Existing Bicycle Facilities Between University and Fruitville



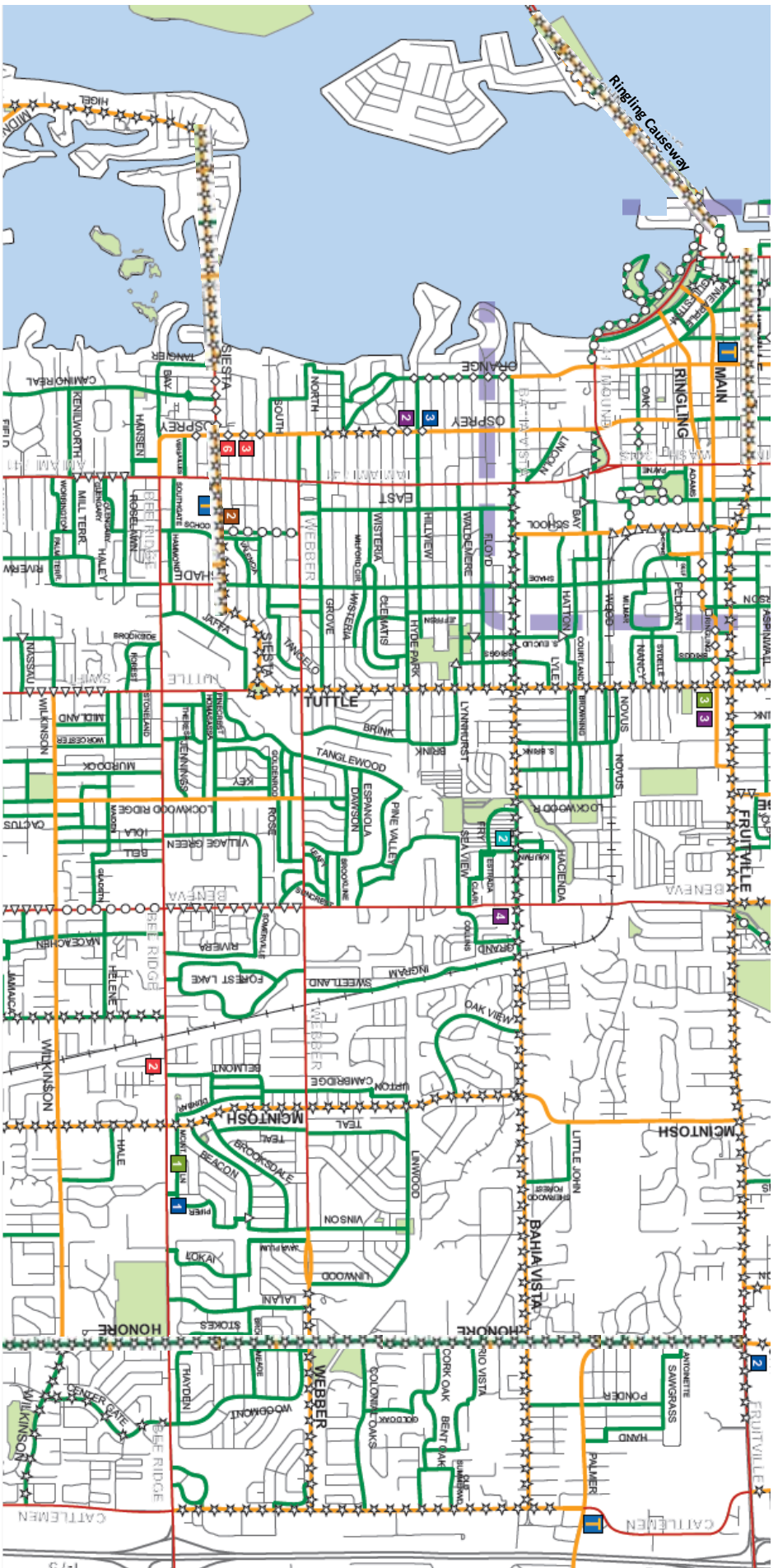
KEY

- Bike Facilities**
- ☆☆☆☆ Bike Lane
Designated on-road bike lane, four-feet or wider.
 - ◇◇◇◇ Bikeable Shoulder
On-road paved shoulder that is usually less than four-feet wide
 - Multi-Use Recreational Trail (MURT)
At least eight-feet wide and designed to be used by pedestrians, cyclists and rollerbladers.
 - AAAAA Sidewalk Connector
Sidewalks that link bike routes to other bike routes or common destinations.

- Bike Routes**
- Good
Low auto traffic and/or speed limit, be careful at intersections!
 - F air
Moderate to high auto traffic and/or speed limit
 - Roads Best To Avoid
High traffic and high speeds without bike lanes, best to find alternative route.

Adapted from the Sarasota Bike Map and Local Business Guide produced by A.R.T. 2009.

Appendix B3: Expanded View of Appendix B. Existing Bicycle Facilities Between Fruitville and Wilkinson



KEY

Bike Facilities

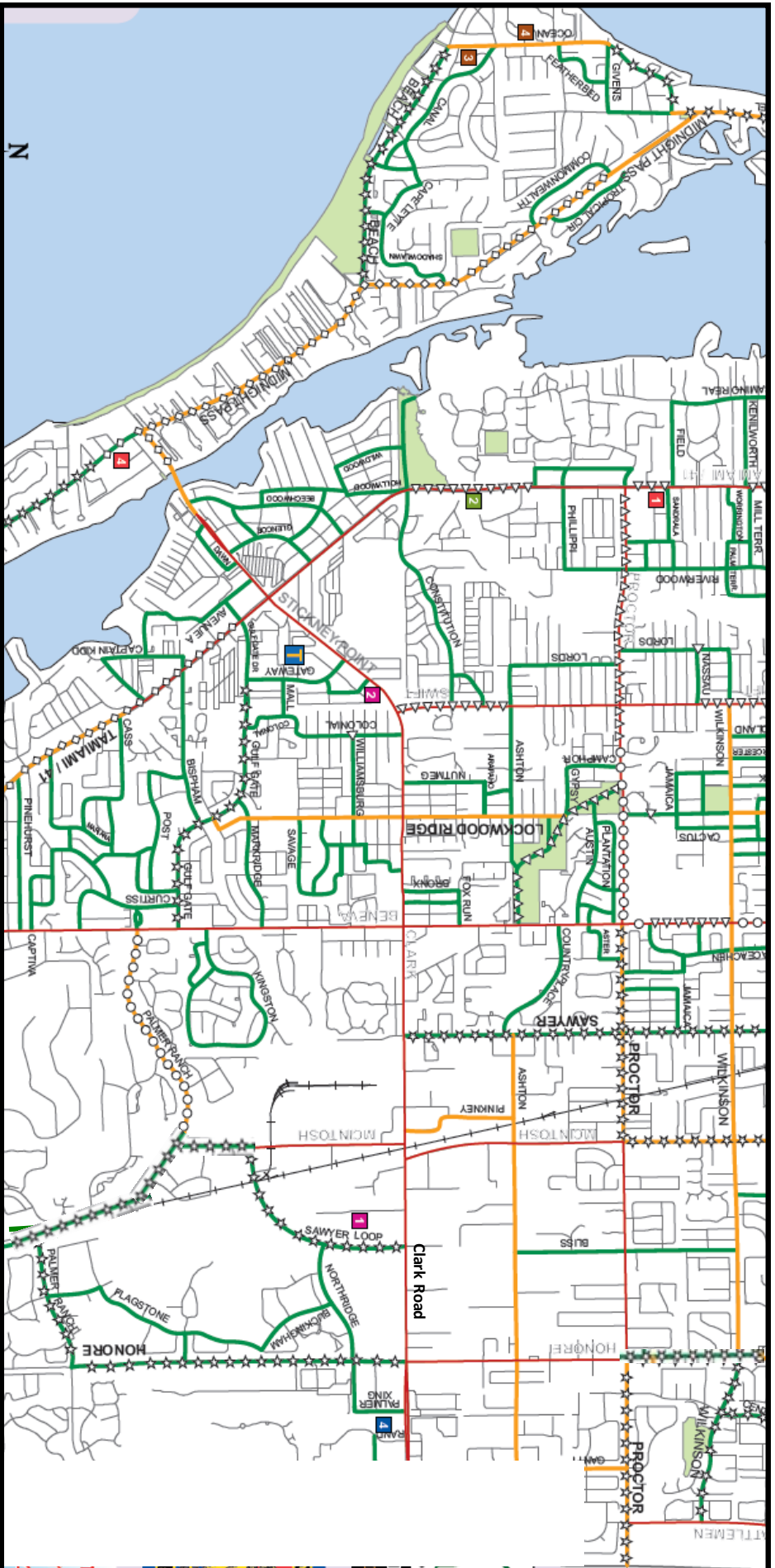
- ★ ★ ★ Bike Lane
Designated on-road bike lane, four-foot or wider.
- ◇ ◇ ◇ Bikeable Shoulder
On-road paved shoulder that is usually less than four-foot wide
- ○ ○ Multi-Use Recreational Trail (MURTI) At least eight-foot wide and designed to be used by pedestrians, cyclists and rollerbladers.
- ▲ ▲ ▲ ▲ Sidewalk Connector
Sidewalks that link bike routes to other bike routes or common destinations

Bike Routes

- Good
Low auto traffic and/or speed limit, be careful at intersections!
- Fair
Moderate to high auto traffic and/or speed limit
- Use Extreme Caution!
High traffic and high speeds without bike lanes, best to find alternative routes

Adapted from the Sarasota Bike Map and Local Business Guide produced by A.R.T. 2009.

Appendix B4: Expanded View of Appendix B. Existing Bicycle Facilities Between Wilkinson and Clark Road



KEY

Bike Facilities

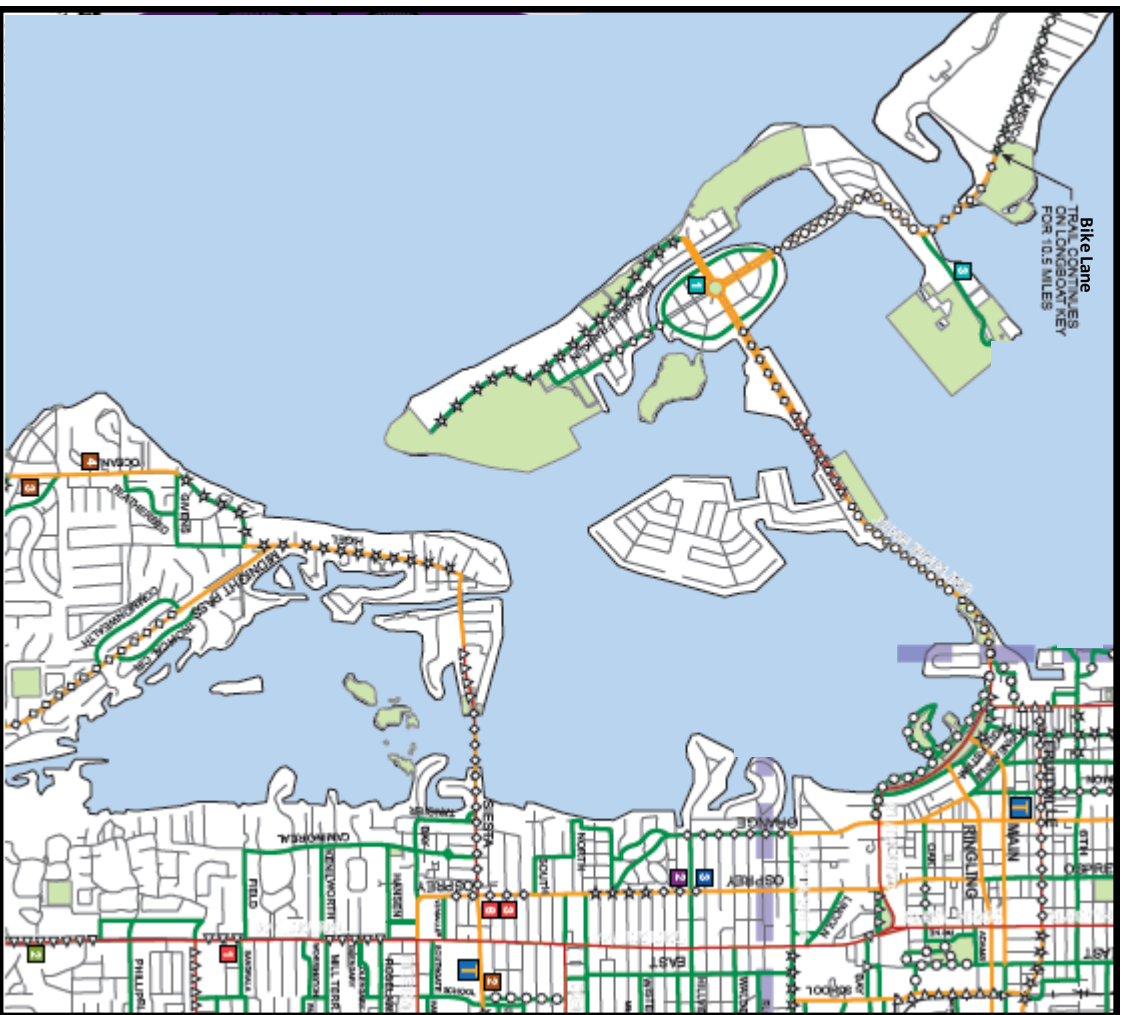
- ★ ★ ★ Bike Lane
Designated on-road bike lane, four-foot or wider.
- ◇ ◇ ◇ Bikeable Shoulder
On-road paved shoulder that is usually less than four-foot wide
- ○ ○ Multi-Use Recreational Trail (MURT)
At least eight-foot wide and designed to be used by pedestrians, cyclists and rollerbladers.
- ▲ ▲ ▲ ▲ Sidewalk Connector
Sidewalks that link bike routes to other bike routes or common destinations

Bike Routes

- Good
Low auto traffic and/or speed limit. Be careful at intersections!
- Fair
Moderate to high auto traffic and/or speed limit
- Roads Best To Avoid
Use Extreme Caution!
High traffic and high speeds without bike lanes. Best to find alternative routes.

Adapted from the Sarasota Bike Map and Local Business Guide produced by A.R.T. 2009.

Appendix B5: Expanded View of Appendix B. Existing Bicycle Facilities on Longboat, Lido and north Siesta Key



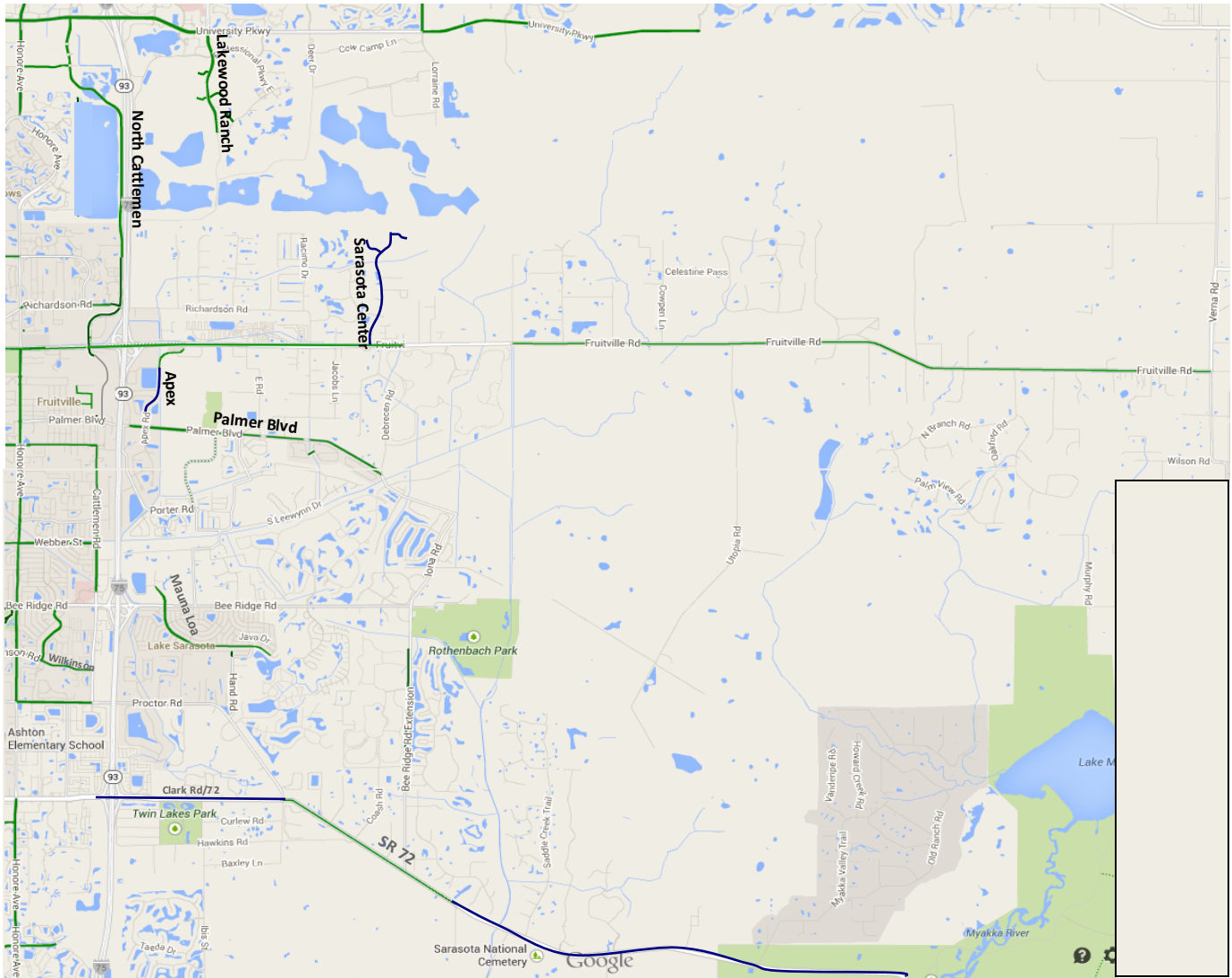
KEY



- Bike Facilities**
- ☆☆☆ Bike Lane
Designated on-road bike lane, four-foot or wider.
 - ◇◇◇◇ Bikeable Shoulder
On-road paved shoulder that is usually less than four-foot wide
 - Multi-Use Recreational Trail (MURTR) At least eight-foot wide and designed to be used by pedestrians, cyclists and rollerbladers.
 - △△△△△ Sidewalk Connector
Sidewalks that link bike routes to other bike routes or common destinations

- Bike Routes**
- Good
Low auto traffic and/or speed limit, be careful at Intersections!
 - Fair
Moderate to high auto traffic and/or speed limit
 - Roads Best To Avoid
Use Extreme Caution!
High traffic and high speeds without bike lanes, best to find alternative route

Adapted from the Sarasota
Bike Map and Local Business
Guide produced by A.R.T.
2009.

Appendix C: Existing Bicycle Facilities east of I75. South of University Parkway and north of Clark Road/SR72



KEY	
Bike Facilities	
	Bike Lane Designated on-road bike lane, four-foot or wider.
	Bikeable Shoulder On-road paved shoulder that is usually less than four-foot wide

Appendix D: Map and Cue Sheet for a 34-mile long bicycle loop from the Venice Train Depot.

34-Mile Manasota Key Loop Start and Finish at the Venice Train Depot

Mile	Dir	Street Name	For
0.0	S	Start at Venice Train Depot	
0.1	S	Ride South along ICW	0.1
0.1	S	Under Venice Ave Bridge	1.6
1.7	S	Under Circus Bridge	0.65
2.4	L	Onto Scenic Drive (before Senior Center)	0.05
2.4	R	Onto Shamrock Dr (Several curves on Shamrock	2.45
4.9	R	Onto Lemon Bay Drive (Just after the bridge)	1.4
6.3	R	Onto Ponderosa Road	0.25
6.5	R	Onto Heron Rd at next stop sign	0.3
6.8	L	Onto Seneca Road at next stop sign	0.4
7.2	S	Continue onto to Osprey Road (5 way stop)	0.4
7.6	L	Onto Macon	0.2
7.8	R	Onto Pheasant (3rd right)	0.1
7.9	R	Onto Belvidere at stop sign	0.3
8.2	L	Onto Alamander at curve	0.6
8.8	R	Onto Manasota Beach Road at 1st stop sign	0.4
9.2	L	Onto Manasota Key Road (Restrooms & water)	5.1
14.3	S	Continue on N. Beach Road (Bike lane begins)	1.65
16.0	S	On Gulf Blvd at Traffic Circle	0.6
16.6	R	On Shore View	0.3
16.9	L	On Gulf Blvd	0.9
17.8	S	Enter Traffic Circle	0
17.8	S	On Beach Road	1.8
19.6	S	Onto Manasota Key Road (No bike lane)	5.1
24.7	R	Onto Manasota Beach Road (Restrooms & water)	0.4
25.1	L	Onto Alamander	0.65
25.7	R	Onto Belvidere (Only choice. Alamander ends)	0.25
26.0	L	Onto Pheasant (1st left)	0.2
26.2	L	Onto Macon (1st stop sign)	0.25
26.4	R	Onto Osprey (Watch for 5-way stop)	0.35
26.8	S	Onto Seneca (Osprey becomes Seneca)	0.35
27.1	R	Onto Heron (1st right)	0.3
27.4	L	Onto Ponderosa	0.25
27.7	L	Onto Lemon Bay Drive	1.4
29.1	L	Onto Meridian (Meridan becomes Shamrock)	0.05
29.1	S	Onto Shamrock Drive (Follow curves)	2.4
31.5	L	Onto Scenic Drive	0.05
31.6	R	Onto Venetian Waterway Park	2.4
34.0		Arrive at Venice Train Depot	

L: Left, R: Right, S: Straight

Disclaimer: "While we have made every effort to provide an accurate and useable map, the information is advisory only. Map users assume all risks as to the accuracy of the map information and agree that their use is at their own risk."

S Christian 1/28/2014

Appendix E: Bicycle Lane and Paved Shoulder Design Standard

Florida Department of Transportation

Plans Preparation Manual

8.4.1 Bicycle Lanes

Where required by **Table 8.1.1**, a bicycle lane shall be provided for each direction of travel on the roadway. Bicycle lanes shall be marked in accordance with **Design Standards** and the **MUTCD**.

On curb and gutter roadways, a 4-foot minimum bicycle lane width measured from the lip of the gutter is required. This provides for a 5.5-foot width to the face of curb when FDOT Type F curb and gutter is used. The 1.5-foot gutter width should not be considered as part of the rideable surface area, but this width provides useable clearance to the curb face. A minimum width of 5 feet shall be provided when the bicycle lane is adjacent to on-street

parking, a right-turn lane, guardrail or other barrier.

On flush shoulder roadways, the paved shoulder described in **Section 8.4.2** should be marked as a bicycle lane in or within 1 mile of an urban area.

Where parking is present, the bicycle lane shall be placed between the parking lane and the travel lane and have a minimum width of 5 feet. If the parking volume is substantial or the turnover is high, an additional 1 to 2 feet of width should be provided if available.

At intersections with right turn lanes, the bicycle lane shall continue adjacent to the through lane; between the through lane and the right turn lane, and shall be 5 feet in width for new construction and reconstruction projects. On RRR projects where the bicycle lane is required in accordance with **Chapter 25**, a 5-foot bicycle lane width should be provided (4-foot minimum).

Bicycle lanes shall be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic. On one-way streets, bicycle lanes should generally be placed on the right side of the street. A bicycle lane on the left side of the street can be considered if it will substantially reduce the number of potential conflicts, such as those caused by frequent bus traffic, heavy right-turn movements, high-turnover parking lanes, or if there is a significant number of left-turning bicyclists.

8.4.2 Paved Shoulders

A paved shoulder is a portion of a roadway which has been delineated by edge line striping, but does not include special pavement markings or signing for the preferential use by bicyclists. Paved shoulders shall be 5 feet in width for new construction, reconstruction and RRR projects, however existing 4-foot paved shoulders on RRR projects may be retained.

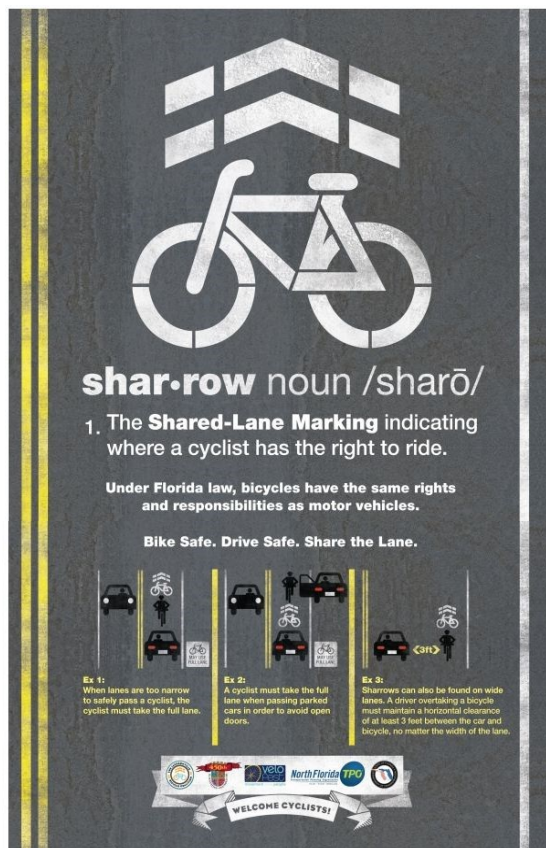
A paved shoulder of at least 4 feet in width is considered to be a bicycle facility, however a minimum 5-foot clear width between the traveled way and the face of curb, guardrail or other roadside barrier is required.

Appendix F: Sharrows

Sharrows are used on narrow roadways where a full bike lane will not fit and there is not enough room for a car to pass a bicycle with the required 3-foot passing width. In this case, it is necessary for a bicyclist to “take the lane” and ride in front of motorists, rather than beside them.

The Sharrow:

- Enhances the safe travel of bicycles and motor vehicles in the same traffic lane.
- Helps position bicyclists on narrow lanes, where cars and bikes cannot travel side-by-side.
- Alerts motorists to where bicycles may use the full lane, as Florida law requires.
- Tells bicyclists where to safely ride and alerts motorists where to expect bikes.
- Guides bicyclists to a safe position next to parking lanes, outside the “door zone,” where a parked car’s opened door may hit bicyclists.
- Encourages safe passing.
- Reduces number of wrong way bicyclists.



Appendix G: 3 Foot Law

The basic problem with the “3 Foot Law” is that motorists are unaware that it is a law. The effective way that they can know about it is if there are more road signs. These signs should be targeted on roadways that are frequented by cyclists.

s. 316.083 - Overtaking and Passing a Vehicle

The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions, and special rules hereinafter stated:

*(1) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance, and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle. The driver of a vehicle overtaking a bicycle or other nonmotorized vehicle must pass the bicycle or other nonmotorized vehicle at a **safe distance of not less than 3 feet** between the vehicle and the bicycle or other nonmotorized vehicle.*



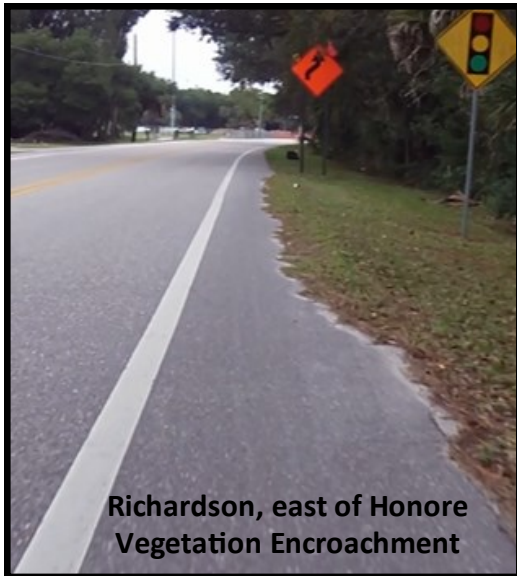
Part 6—Pictures of Selected Segments in the North County area.



**Sawyer, north of Clark
Vegetation Encroachment**



**Central at 23rd
Poor Stripe and Symbols**



**Richardson, east of Honore
Vegetation Encroachment**



**Cattlemen south of Fruitville
Disappearing Bike Lane**



**The new Honore with traffic circles.
Very bicycle friendly.**



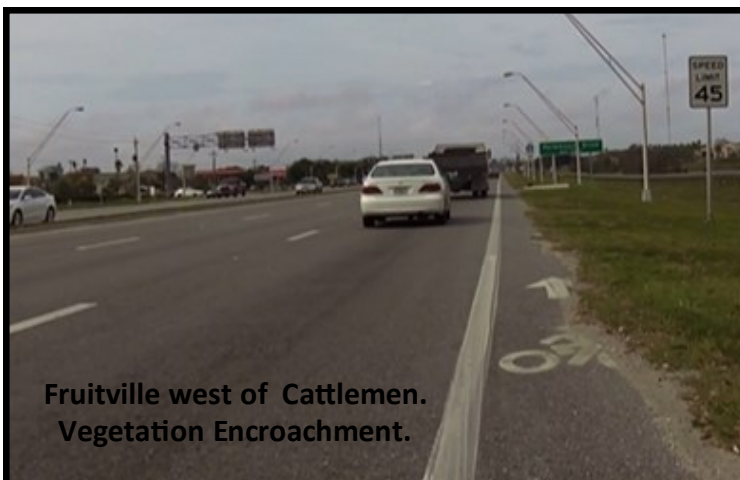
**Honore between Wilkinson and Proctor
Poor Symbols**



**Fruitville west bound at I75.
High volume traffic but good bike lane
logistics.**



**Cattlemen north of Richardson.
Very bicycle friendly.**



**Fruitville west of Cattlemen.
Vegetation Encroachment.**



**Boulevard of the Presidents south of
St Armands. Poor stripe.**



**Midnight Pass between Beach and Stickney Point.
A very challenging segment.
The Gauntlet!**



**Osprey south bound between Grove and Orchid.
Poor Stripe.**



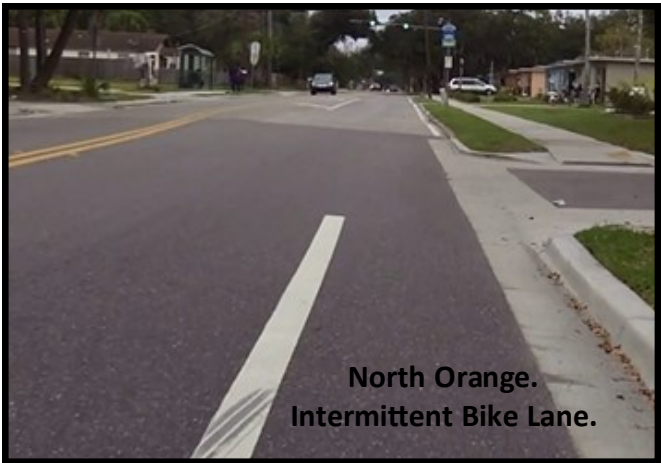
**Fruitville east bound at Debrecen.
Bike lane ends. 1 .45 mile gap to Dog Kennel Road.**



**Gulf of Mexico Dr, Longboat Key.
Very Bicycle Friendly**



**MLK just west of Coconut.
Disappearing Bike Lane.**



**North Orange.
Intermittent Bike Lane.**



**North Orange.
Pavement Bad.**



**Myrtle between Tuttle and 301.
Vegetation Bad.**