

**MANATEE COUNTY BOARD OF COUNTY COMMISSIONERS
JOINT WORK SESSION WITH PLANNING COMMISSION
COUNTY ADMINISTRATION BUILDING, HONORABLE PATRICIA M. GLASS CHAMBERS
1112 Manatee Avenue West
Bradenton, Florida
May 6, 2026**

Meeting video link: <https://www.youtube.com/channel/UCUlgjuGhS-qV966RU2Z7AtA>

Present were:

Tal Siddique, Chairman District 3
Amanda Ballard, First Vice-Chairman District 2
George Kruse, Second Vice-Chairman, District 7
Dr. Bob McCann, District 5 (Via Zoom)
Jason Bearden, District 6 (Via Zoom)
Mike Rahn, District 4

District 1 seat is vacant.

Present were Planning Commission Members:

John DeLesline, Chairman
Lorraine Prosser, Second Vice-Chairman (Via Zoom)
Matt Bower, First Vice-Chairman (Via Zoom)
Robert Brown, Third Vice-Chairman
Anthony Sciallo

Planning Commission Members absent:

Bruce Stamm
Scott Ziegler

Present were:

Nicole Knapp, Development Services Director
Denise Greer, Development Services, Deputy Director
Vicki Tessmer, Deputy Clerk, Clerk of the Circuit Court

Chairman Siddique called the meeting to order at 9:11 a.m.

INVOCATION

Reverend Brock Patterson, Longboat Island Chapel, delivered the invocation.

PLEDGE OF ALLEGIANCE

Chairman Tal Siddique led the Pledge of Allegiance.

AGENDA


BC20260506DOC001

Agenda Update Memorandum (05/04/2026)


- Item 1, Discussion on Transportation - Updated with a revised Cover Sheet in strikethrough/underline format and an additional attachment.

1. **DEVELOPMENT SERVICES/TRANSPORTATION PLANNING**

BC20260506DOC001

 Nicole Knapp requested the Boards choose a date for a work session on stormwater. She reviewed the plan for the work session.


Prony Bonnaire Fils, Transportation Planning Manager, used a slide presentation to review his background, the Traffic Circulation Plan, arterial and collector roads, Florida Statute Title XXVI-Chapter 334, Section 03, existing and future roadways Functional Classification, Table 5-1, Level of Service (LOS), level vs quality of service, Reservation Link Sheet, existing LOS for thoroughfares, links below LOs due to existing traffic, thoroughfares projected LOS, and links below LOS due to reserved trips.


 Dr. Bonnaire Fils responded to questions regarding being proactive by naming roads ahead of time as arterials to get State funding, and explained the roads must meet the classification requirements prior to being reclassified. Multi-modal designation allows various modes of transportation. Some roads have trails or bike lanes incorporated near or on the road, and this is based on the surrounding land uses.


Clarke Davis, Deputy Director Public Works, stated Buckeye Road could be reclassified as an arterial in the future.

Discussion ensued regarding the justification for sidewalks vs multimodal lanes, LOS is not a good metric as it has to do with how fast traffic is moving, vehicles/miles travelled, should not have an A or B LOS, and more lanes is paving over more impervious surface.


Denise Greer explained the public works standards and types of surrounding uses also dictate what is needed regarding sidewalks.


 Discussion continued to look at population and demographics in areas, bus routes were tested in Lakewood Ranch, compare to other communities, building more lanes does not move traffic faster, concurrency, in the past, infrastructure was built prior to development, quality of service points back to LOS, look at alternative forms of measuring transportation, nothing to measure bicycle traffic, Future Development Area Boundary (FDAB), should be shown on maps, overlay the current and future roadway maps, projects come before the Board in a three-year cycle, but County delivers in a 10-year cycle, need the funding to pay for new and updated infrastructure, impact fees from development help pay for the roads, but only in the immediate area, State took away concurrency, can only increase impact fees by a certain amount, finite ways to acquire funding by either taxation or bonding, Enterprise funds cannot be used for roads, reserves are held for certain projects, Capital Improvement Plan (CIP) projects must be fully funded, maintenance costs, and denial of projects.

 Dr. Bonnaire Fils continued the slides to review Transportation Mitigation, traffic impact analysis, concurrency, operations and safety, changes to the Transportation Concurrency Rules, review process, multimodal site access and safety analysis (MSASA), and now use the Trip Reservation Report and Operational Analysis (TRR and OA).


 Discussion ensued regarding the direction now is wrong, need changes to the plan, would like to have the infrastructure quickly by State regulation prohibit changes, impacts should be improved by the County, and the needs are fulfilled via the CIP.


RECESS/RECONVENE: 10:14 a.m. – 10:24 a.m. All Commissioners present.


 Dr. Bonnaire Fils continued the slides to review the Map 5 Series referring to the Future Thoroughfare Map and outlines the County's traffic circulation plan, the current map, and Buckeye Road was changed to a minor thoroughfare.

 Discussion ensued regarding it would be more burdensome to reclassify Mulholland Road since is currently a road to nowhere, lowering the classification would create issues with Senate Bill (SB) 180, there are no plans to downgrade classifications, Current Map 5-A, Functional Classification, Major vs Minor collectors in urban areas, and only Major Collectors qualify for State funding, and federal funds are used for storm damage.

Dr. Bonnaire Fils and Mr. Davis confirmed the State will inform the County what the classification should be based on their studies. The State would object if the County tried to downgrade the classifications.

 Discussion continued regarding the Planning Commission can recommend changes, the 2050 map, data being used to create the proposed maps, the Metropolitan Planning Organization (MPO), at the time of a rezone, staff will review current and future conditions, five-year CIP should help with the improvements needed, and are the Long-range plans sufficient.

 Dr. Bonnaire Fils continued the slides reviewing Context Classification, Table 5-1 draft, peak hour LOS standards, 2050 proposed existing roadways context classification and proposed future roadways context classification and the Manatee County Trail Master Plan. He confirmed the Trail Map is not in the Comprehensive Plan.

 Discussion ensued regarding issues with crossing the Braden River since it is suburbanized, purpose of having a trail plan, receiving grant funds for the trails and differentiate between commuter trails and recreational, and East River Ranch is east of the FDAB.


Rachel Layton, Division Manager and Impact Fee Coordinator, explained the roads beyond the FDAB are reserved.


Discussion ensued regarding gaps in older areas of the County, redundancies built into the network, start leveraging more local roads and connecting them, developments can build in connectors, mini-grids and grids are incomplete, methodology to determine trips, identify traffic volume to determine which road segments will be improved, grid segment is to provide more ways for people to move around, east/west connectors, more density being improved, east/west of C.R. 675, Mulholland Road change was a Board decision, better to have mixed use to relieve traffic, completing Mulholland is not going to fix everything, and just because a road classification is downgraded, does not mean there will be less traffic.

Capital Improvement Plan

Mr. Davis continued the slides to discuss the Capital Improvement Program Overview, five year schedule of high cost infrastructure projects, Comprehensive Plan in role as growth template, infrastructure plans support land uses, Capital Improvement Element, tabulation of funded improvements is required, maintain structural sufficiency, comply with functional standards and provide capacity, Policy 10.1.20.1 CIP priorities, flexibility to

elevate specific projects when cost savings or funding leverage opportunities arise, fiscal considerations, expenditure limitations, goal is to spend down bonds, certain funds need to be spent where they are collected, CIP process overview, needs identification, transportation examples include prioritization criteria (safety, structural condition, functional adequacy, capacity), 2023 intersection crash rates, and pavement structural criteria for resurfacing.


 Chad Butzow, Public Works Director, explained the collection of data, and thoroughfares are studied more. A benefit for the public is the rate of decay. County maintains approximately 1,500 miles of roads, but there is only \$4.2 million in the budget for general resurfacing, cost increases, and expand the CIP to get more projects completed.

 Discussion ensued regarding the priority is to take better care of the thoroughfares, there is still a need to improve older roads, new road construction in north county, commercial vehicles and local roads are affected, need to shift back to maintain the existing roads.

Mr. Davis continued the slides to review sidewalks gaps along major roads, roadway adopted level of service, County appears to have 98 State and County links with emerging LOS deficiencies, some problems can be solved with larger intersections, staff identified "hotspots", constrained areas that do not have room to expand, primary focus areas are refreshing CIP project data such as schedules and cost estimates and project identification and prioritization data and methods, and the goal is to start using methods in summer/fall 2026, to support development of the FY28-32 CIP.


Discussion ensued regarding conditions on Rye Road, and no other solutions, no roads in Lakewood Ranch are on these plans, because the roads were planned out, traffic is always going to be worse during peak hours, focus on Rye Road and Fort Hamer Road, Buckeye Road will require State funding, need to concentrate on sidewalks and intersections, figure out what the big projects are, Planning Commission should be aware of budget but focus should be on solutions for problem areas, functional improvements can make a difference, decisions should be data oriented, implementation plans are different from future plans, and catch up with infrastructure before approving more development.


CITIZEN COMMENTS (Agenda Item Only)

 Matt Monroe stated LOS and functional classification are not the best ways to determine needs, road widening does not relieve congestion, and people will use bike lanes if they are built.

John Calavitch suggested improving the infrastructure prior to building homes.

 There being no further citizen comments, Chairman Siddique closed citizen comments.

 Nicole Knapp concluded the presentation and requested suggestions regarding the request to discuss stormwater.

 Discussion ensued that the County needs to update the stormwater manual for current criteria and modern infrastructure, have follow up at a regular meeting prior to

having a work session, and a work session will help inform the public of restrictions the County faces.



Ms. Greer requested other the Board choopse topics regarding stormwater. Commissioner McCann stated Lorraine Road is not a priority, but there are needs and the Board needs to listen to the citizens.

Commissioner Bearden was disappointed in the work session and stressed the need for a plan and suggested reallocating funds.

Member Sciallo appreciated the work session and information.

Discussion ensued regarding the Comprehensive Plan rewrite and looking forward to new amendments.

ADJOURN

There being no further business, Chairman Siddique adjourned the meeting at 12:16 a.m./p.m.

Minutes Approved: June 2, 2026