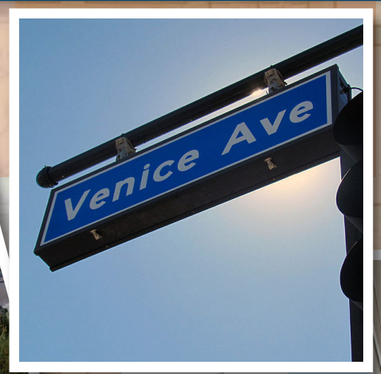
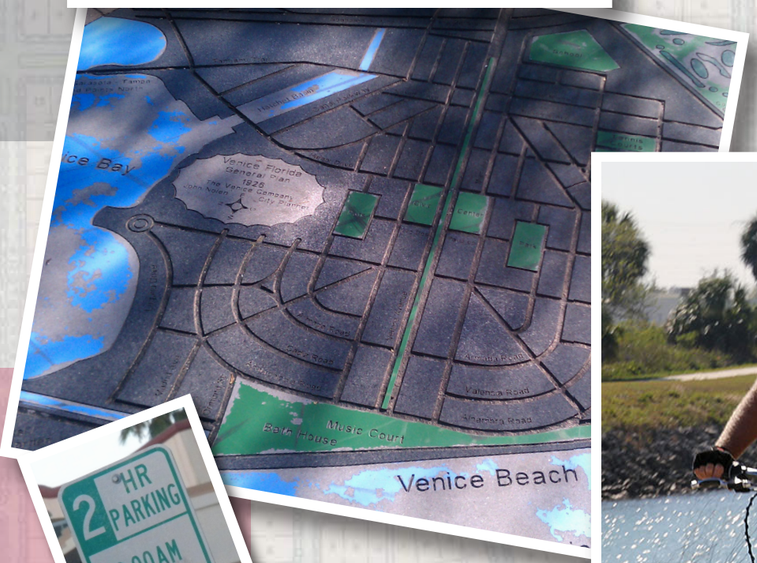
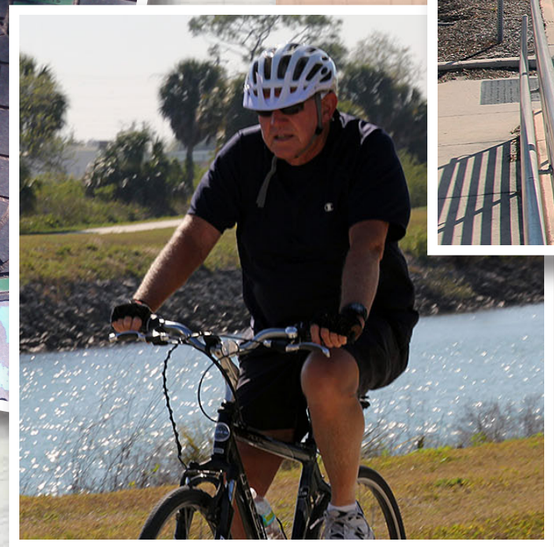
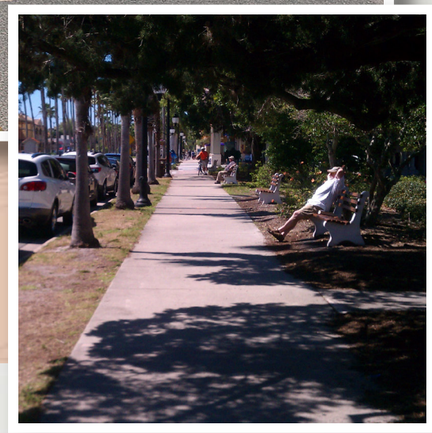
CITY OF VENICE

Downtown Mobility Plan









Venice, FL
City on the Gulf
2014

Kimley»Horn

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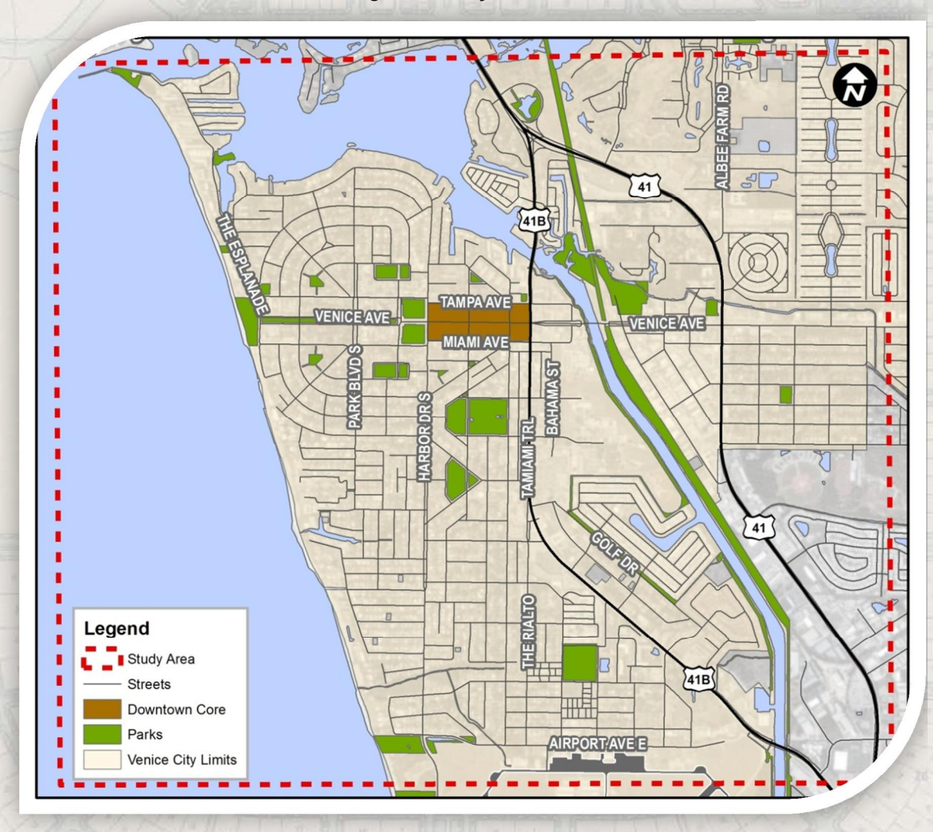
Project Overview

The City of Venice Downtown Mobility Study was conducted for the purpose of addressing several identified issues within the City. The study area evaluated in this plan is illustrated in Figure 1.

Figure 1: Study Area



Project Objectives

The project objectives for this study are outlined below and are described in more detail within each section of this plan. The overlying objective of this plan was not only to identify the issues or areas of concern regarding mobility but to develop an implementation plan for seeing projects through. Prioritized recommendations have suggested agency coordination procedures and an expected timeline to assist in the planning and implementation. Below is an overview of each major Objective evaluated during this study along with a reference to the section of the study which addresses the topic.

Objective 1 – Quantify the level of service impacts on the Downtown streets and intersections

As part of this task the project team evaluated the existing traffic patterns within the downtown area and identified areas of concern. Venice traffic patterns can fluctuate throughout the year due to seasonal changes in visitors and this was taken into consideration when recommendations were made. The *Existing Mobility Conditions* section outlines the observations made regarding traffic circulation within the study area and identifies potential improvements or actions to improve downtown traffic patterns.

Objective 2 – Determine the need for a Transportation Concurrency Exception Area (TCEA) or Transportation Concurrency Management Area (TCMA) requirements

It is important to recognize that in 2011, the Florida Legislation made significant changes to the growth management and comprehensive planning laws. A key change was the removal of state mandated transportation concurrency, as well as the removal of language addressing Transportation Concurrency Exception Areas (TCEAs), Transportation Concurrency Management Areas (TCMAs), Multimodal Transportation Districts (MMTDs) and Mobility Plans.

The *TCEA/TCMA Feasibility Assessment* section addresses the City's objective to determine the need for a TCEA or TCMA Designation and provides an outline of the pros and cons to each option.

Objective 3 – Identify projects that can be implemented to increase mobility within the downtown area, including new and/or modified parking areas or a trolley/shuttle service

In addition to evaluating the existing traffic patterns within the City, other forms of mobility were evaluated including facilities that support mobility, such as parking. A full inventory and assessment of the existing parking occupancy levels on and off peak, both in season and outside season were recorded. Recommendations were made on alternative ways to provide more downtown parking. Recommendations ranged from short-term, low cost improvements to long-term higher priced solutions.

The *Parking* section, addresses the City's objective to explore alternative solutions to the existing parking supply and demand though modifications to existing parking facilities, the establishment or expansion of a shuttle or valet service, and/or future structured parking.

Objective 4 – Modify, alter and enhance the areas transportation network

The transportation system as a whole was evaluated though both a walking audit and through field observations to identify key issues within the City. Vehicle circulation, transit, bike and pedestrian facilities were assessed. The *Existing Mobility Conditions* section outlines the observations made regarding traffic circulation within the study area and identifies potential recommendations that the City could consider.

Objective 5 – Study wayfinding options

The *Wayfinding* section of the plan evaluates the City's existing wayfinding signage and provides a series of wayfinding signs to be implemented within the City. Wayfinding provides guidance and directions for visitors and residents to amenities and points of interest in Venice. The City Economic Development Board recommended the funding of $100,000 for the construction of wayfinding signage recommended by this study. In August, 2013, the City Council approved initiating the bidding process for phase-one wayfinding signage improvements.

Objective 6 – Design pedestrian scale urban transportation projects and systems

The *Existing Mobility Conditions* provides a detailed overview of the findings and recommendations identified during the walking audit that could enhance pedestrian facilities within Venice.

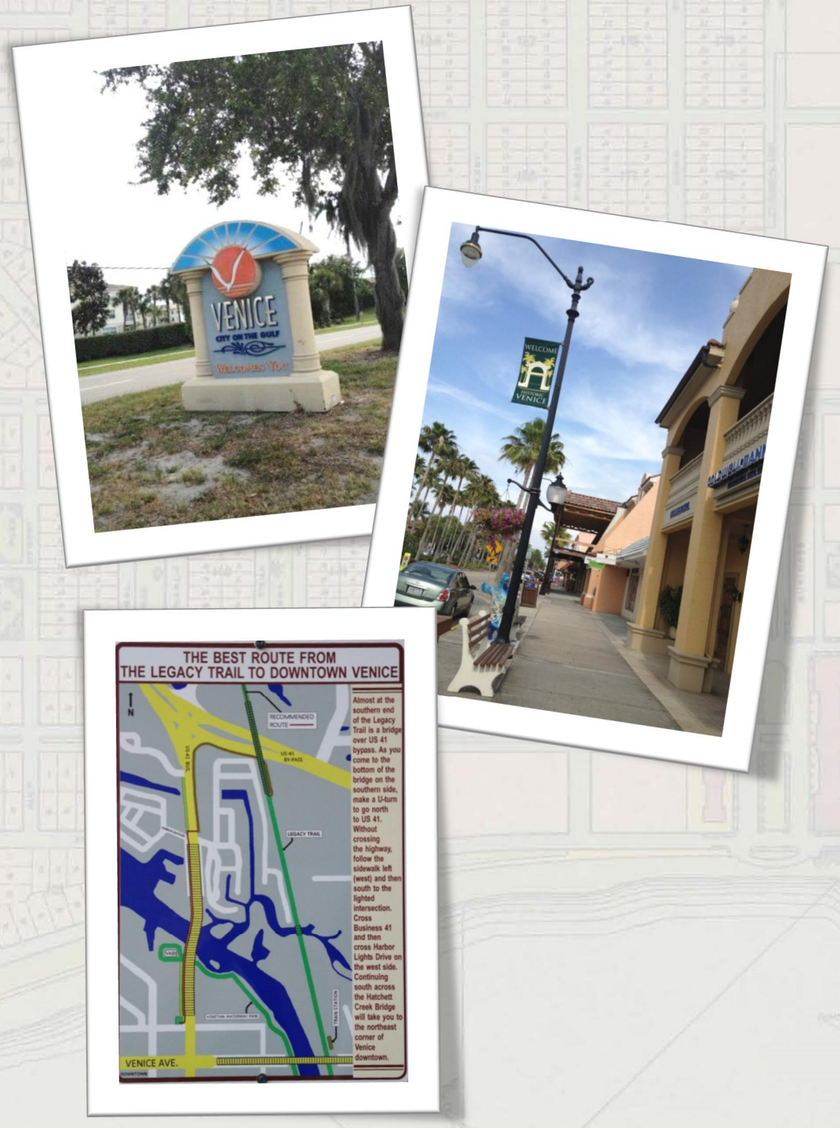
Objective 7 – Increase walkability and other travel modes such as pedestrian, bicycle, and transit

A multimodal evaluation and walking audit was performed during the first phases of the study which included staff and stakeholder training on best practices in walkability and multi-modal mobility. A 2-day walking audit documented existing conditions and opportunities to support multi-modal transportation in the downtown core.

The *Existing Mobility Conditions* provides a detailed overview of the findings and recommendations identified during the audit.

Project Implementation

The final section of the Plan, *Project Cost and Implementation* provides a summary of the prioritized recommendations made within the plan with estimated cost (where applicable) and proposed implementation schedule. It is anticipated that this section of the plan be used by City staff to facilitate discussions with Sarasota County and the Metropolitan Planning Organization (MPO) to coordinate project efforts that may require multi-jurisdictional coordination for incorporation into regional and local Capital Improvement Programs (CIP) and Long Range Plans.



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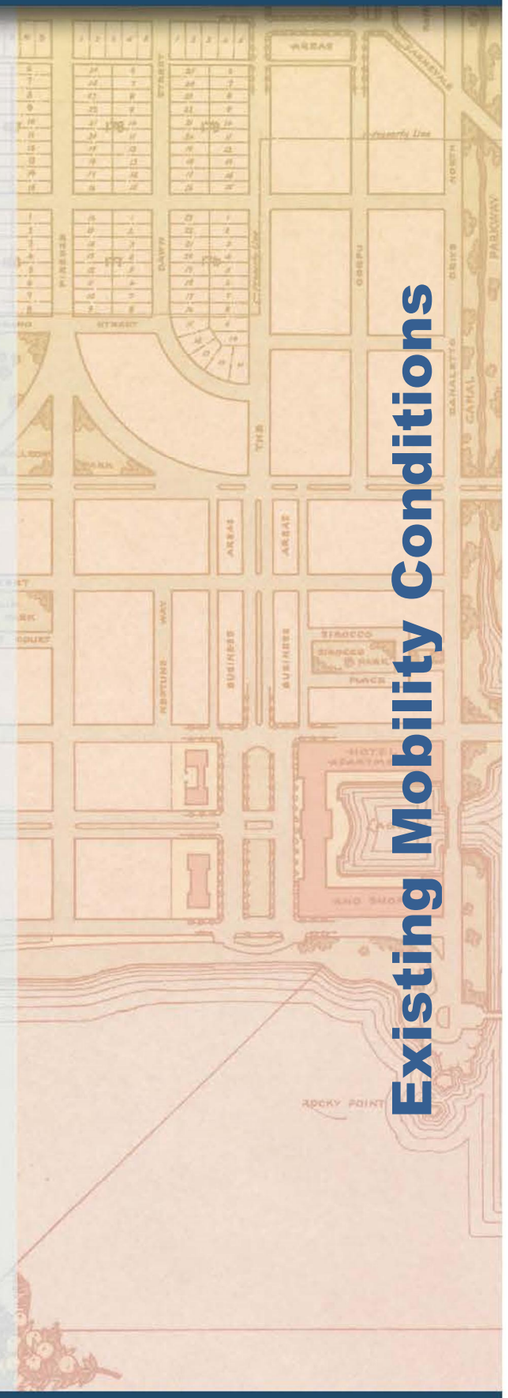

Existing Mobility Conditions

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Introduction

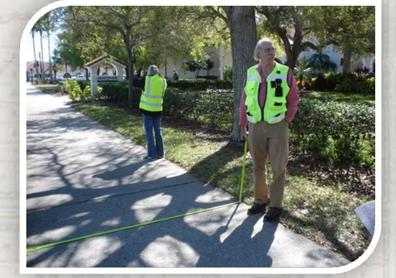
The City of Venice Downtown Mobility Study addressed several issues within the City of Venice. The following section summarizes the evaluation and data collection efforts performed within this study for the modes people use most to get around the City of Venice, and provides recommendations on how they could be improved. The following is a list of focus areas that were evaluated:

- Vehicle circulation and parking
- Wayfinding
- Transit routes and amenities
- Bicycle and pedestrian facilities

Following each identified issue or area of concern proposed recommendations are provided. These recommendations, upon approval by City staff were prioritized and included in Section 6 – Cost Estimates and Implementation.

Walking Audit

A multimodal evaluation and walking audit was performed in partnership with WALC Institute, team members Dan Burden and Kelly Morphy, on March 4th and 5th, 2013. The 2-day workshop included staff from local and state agencies as well as members of the general public. Both workshops included walking audits, during which existing conditions and opportunities were documented. A training workshop on best practices in active transportation planning and implementation was also provided.



These recommendations are based on brief site assessments and shouldn't be deemed exhausted. They do provide a strong starting point, for identifying much of the low-hanging fruit, mid-range projects and long-term initiatives that will improve health, increase prosperity and increase access and mobility through the built environments.

Multimodal Circulation

One of the initial questions asked at the start of this study was "Are there multimodal circulation issues within the City?" To assist in answering that question the following tasks and data collection efforts were performed.

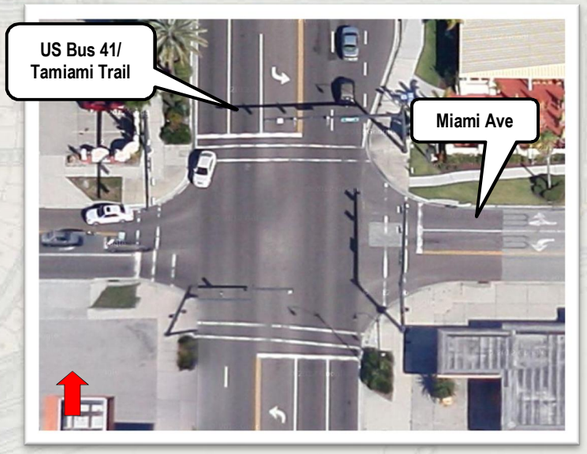
- Walking Audit (data collection) – March 4th and 5th, 2013
- Evaluation of existing traffic volumes and patterns
- Review of local master plans and planned projects FDOT/MPO/SCAT/Sarasota County
- Inventory of existing signage locations – *detailed assessment found in Section 4*
- Assessment of local transit services and amenities

Vehicle Circulation

Some of the first issues regarding traffic circulation identified when conducting field reviews and interviewing stakeholders within Downtown involved traffic signals, the timing of the bridge, and wayfinding. Evaluations of possible recommendations for these issues were assessed and are summarized below.

Signal Timing

A full evaluation and assessment of signal timings was not included as part of this study. It was requested by City Council to examine the signal timings around the roadways that provide access in and out of downtown with the recommendation that designated left turn signals be added to the existing designated left turn lanes, in both the north and southbound directions at the intersection of Miami Avenue and US Bus 41. An evaluation by FDOT along US Bus 41, near downtown Venice was being conducted separate to this plan. A summary of their findings can be obtained through FDOT.



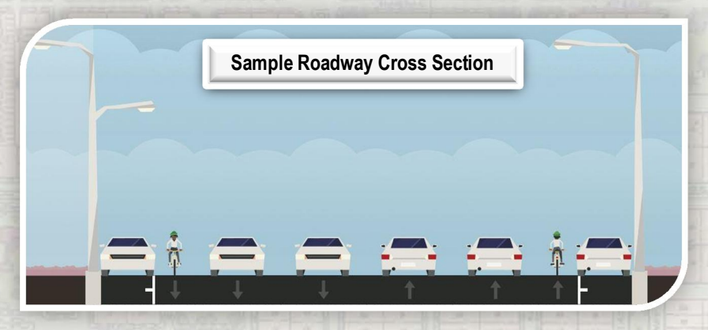
It is recommended that the City develop a signal timing and phasing plan to evaluate the peaks in traffic flows, specifically around downtown during different times of the days and seasons. The "rule of thumb" for the number of signal timing plans is that each group requires a minimum of four plans: morning peak plan, average day plan, afternoon peak plan, and evening plan. Each signal group is unique, and each group has unique demands. Some local factors that would need to be considered during the development of the signal timing plan include, but are not limited to: bridge operations, local school schedules, road closures due to local events and, the seasonal peaks resulting from tourism and snowbirds.

Things to Consider

The U.S. Department of Transportation Federal Highway Administration (FHWA) provides an easy to read publication of things to consider when developing a signal timing plan. The publication, "Signal Timing on a Shoestring" can be found through the following link: http://ops.fhwa.dot.gov/publications/publications.htm

Maximize Right-of-Way for All Users

In many parts of Venice, vehicle travel lanes are set at a conventional width that gives preference to automobiles over people, which tends to induce faster vehicle speeds. In some places, 12-foot-wide lanes are needed due to the volume of large delivery trucks; in most places, though, 10- or 11-foot lanes are plenty for vehicles, and the extra right-of-way can be allocated to supporting active modes of transportation. Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.



Several roadways within Venice were identified during the walking audit as potential opportunities for recommended adjustments to the existing lane configuration. Those roadways include:

Venice Avenue, east of the US41 bypass

The existing roadway dimensions consist of 10-foot parking bays, a 13-foot outer lane, and 12-foot inner lane on Venice Avenue, east of the US 41 bypass (shown to left). To maximize the existing right of way it is proposed that the parking bays be reduced to seven feet, reduce travel lanes to 11 feet each, and add bike lanes on each side.

Tampa Avenue near Nassau Street

Existing Dimensions: Eight-foot parking bay, 11-foot travel lane next to park, 12-foot travel lane heading west.

Proposed Dimensions: Reduce parking bays to seven feet, reduce both travel lanes to 10 feet and colorize a buffer lane next to the parking bays to be used as bike lane.

Tamiami south of Tampa Avenue

Existing Dimensions: 13-foot outer lanes, 11-foot inner lane lanes, 14-foot storage lane.

Proposed Dimensions: Reduce travel lanes to 11 feet each, storage lane to 10 feet and add five-foot bike lanes on both sides.

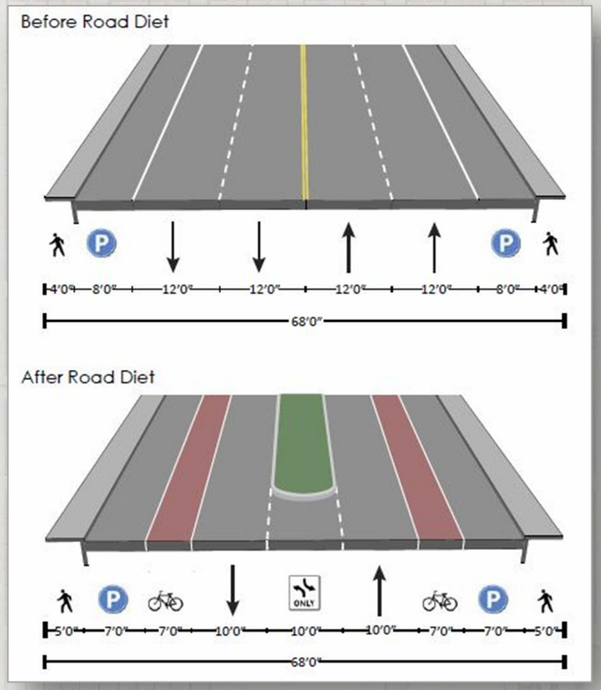
Tamiami north of Milan Avenue

Existing Dimensions: 13-foot outer lanes, 12-foot inner lane lanes, 14-foot two-way turn lane.

Proposed Dimensions: Reduce travel lanes to 11 feet each, add colorized bike lanes on each side.

Venice Avenue, east of the US41 bypass

Where feasible the below cross section of a roadways is recommended.



Bridge Operation

One of the major impacts the City faces with traffic circulation is due to the bridges. Because the City does not have jurisdictional control over the operation of the bridges the delays caused by the bridge lifting will always be a constraint. Alternative countermeasures can be taken that may lessen the impact through adjustments to signal timings along adjacent roadways. It is recommended that a full traffic signal evaluation be conducted once the recommended designated left turn lanes are implemented along the US 41 corridor to understand what additional adjustments can be made.

Wayfinding

The signage within downtown Venice as well as signage leading to Venice is inconsistent and uninformative. Well placed directional signage can assist in managing traffic circulation within a community. As part of this plan specific wayfinding design concepts and recommended placement was provided. For more information on the recommendations associated with the wayfinding please refer to Section 4 – Wayfinding.

Intersection Evaluation - Harbor Drive and Venice Avenue

The Harbor Drive and Venice Avenue intersection currently is laid out with both Harbor Drive and Venice Avenue as four-lane divided roadways with both left turns and right turns occurring from the shared through lanes. There is a large asphalt footprint which requires long crossing distances for both vehicles and pedestrians. As a result of the crossing distances and of the wide medians, left turns are significantly offset from the oncoming left turns, necessitating the use of the current "split-phased" signal operation.

The existing configuration (shown to the left) provides for a relatively safe operation given the very large geometry. However, it generally is an inefficient phasing plan when compared to other traffic signal phasing plans, resulting in added delay for drivers. Delays for pedestrians are also high, requiring pedestrians to wait a substantial amount of time after needing to activate the pushbutton pedestrian signal.

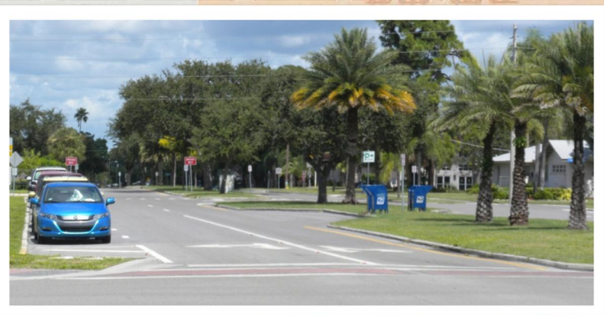
A review of existing traffic capacity and operations, at the intersection of Venice Avenue and Harbor Drive was performed. The review included a Synchro/SimTraffic simulation model analysis of 2013 PM peak-hour traffic operations using the available turning movement count data and intersection geometry. The provided traffic counts were adjusted to represent peak-season demand.

Based upon the existing traffic operation conditions, several potential intersection modifications were developed for consideration and are summarized on the following pages.

Recommended Alternatives Assessment

There are several feasible alternatives that would effectively reduce the size of the intersection for improving multimodal connectivity, while still preserving acceptable vehicle traffic operations. Some of the alternatives considered are able to utilize the existing traffic signal, while the roundabout and the stop-control alternatives would require the removal of the traffic signal.

Each of the following evaluated alternatives proposes the conversion of both Venice Avenue and Harbor Drive to a single through lane with a similar or reduced delay for drivers and pedestrians. Through lane reductions the converted lane can be used for other purposes such as parking, bicycle facilities, and/or green/plaza space.



Alternative 1: Median Left-Turn Lanes

Alternative 1 recommends the construction of new left-turn lanes within the existing median at all four approaches. This allows the existing outside lanes to be converted for other uses, such as angle parking, bicycle lanes, and/or additional green/plaza space. The creation of left-turn lanes closer to the centerline of the roadways allows the turns to operate concurrently, eliminating the need for split phasing. Two alternative phasing options would then be recommended for this alternative:

1a) Protected/Permissive (P/P) – Left turns have a leading phase with left-turn arrow, then are allowed to turn on a solid green ball after yielding to oncoming traffic.

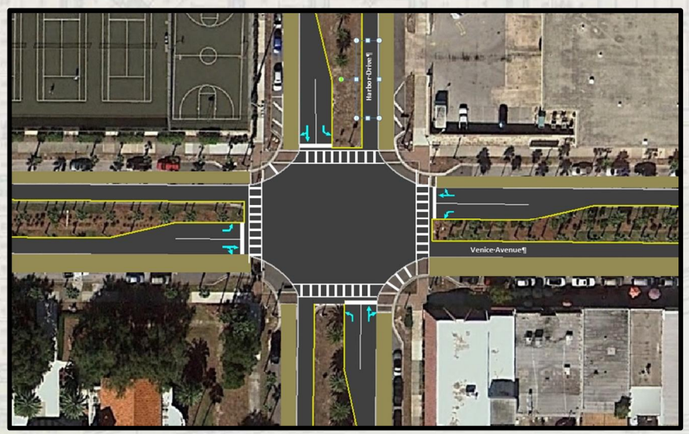
1b) Permissive only (Perm) – All left turns are made on a solid green ball after yielding to oncoming traffic.

Operation:

This alternative does provide a more efficient operation than existing conditions by allowing opposing through movements to operate together, and allowing opposing left-turn phases to operate together. This efficiency allows for a shorter cycle length, thus reducing the average delay for both drivers and pedestrians. The most efficient signal phasing option is the "permissive-only" left-turn phasing, which reduces delays for both drivers and pedestrians by more than half due to a combination of short cycle lengths and a "rest-in-walk" pedestrian phase operation (no push-button required). However, the "protected/permissive" phasing also reduces delay for both drivers and pedestrians compared to existing conditions.

Geometry:

This alternative converts the largest amount of existing pavement space from the existing outside lanes for other uses, such as angle parking, bicycle lanes, and/or additional green/plaza space Pedestrian and vehicle crossing distances are also reduced. This alternative requires conversion of some median space into short left-turn lanes. Left-turn lanes with 50 feet of storage and 50 feet of taper should be adequate to accommodate 95% peak-hour queue lengths, except for the westbound approach, which may require an additional 20 feet of storage.



Alternative 2: Transition Left-Turn Lanes

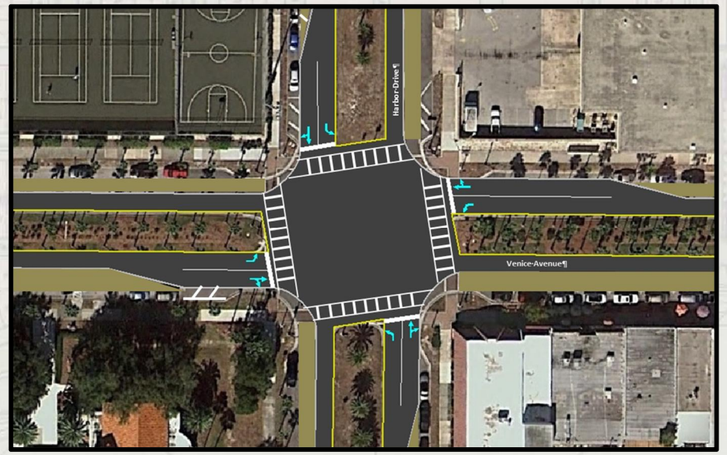
Alternative 2 converts the existing inside lanes to short left-turn only lanes at all four approaches. The outside lanes remain for through/right turning movements, but then shift and transition back to the inside lanes away from the intersection. This allows converting the outside lane to other uses, such as angle parking, bicycle lanes, and/or additional green/plaza space. With this configuration, the existing offset distance remains for opposing left-turns, thus suggesting a lead/lag protected left-turn phasing (one left-turn direction leads and the other direction lags to avoid geometric conflict between oncoming left-turning vehicles).

Operations:

This alternative allows for opposing through movement signal phases to operate together, resulting in a shorter cycle length. However, the protected left-turn phasing does not reduce delay when compared to existing conditions and may provide some additional complexity due to the lead/lag signal phasing for left turns.

Geometry:

This alternative allows for the conversion of the outside lanes to other uses except at the intersection, where the short left-turn lanes are suggested. Left-turn lanes with 50 feet of storage and 50 feet of taper are adequate to accommodate 95% peak-hour queue lengths, except for the westbound approach, may require an additional 50 feet of storage. This geometry is not as an efficient layout as Alternative 1. However, this alternative does not require modifications to the existing medians.



Alternative 3: Right-Turn Lanes

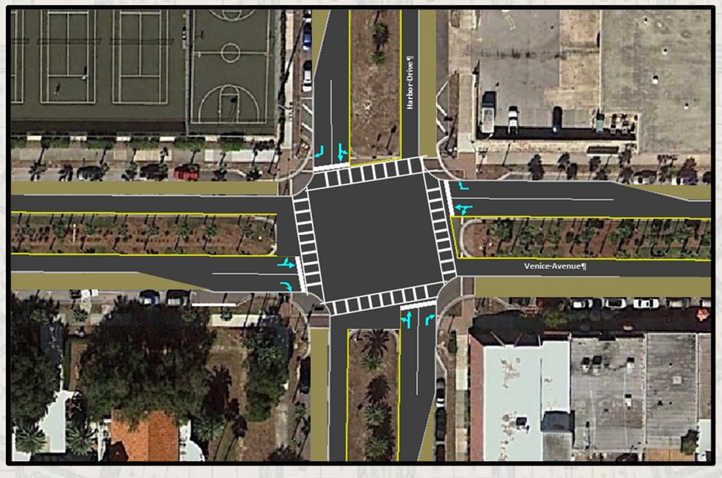
Alternative 3 is similar to Alternative 2 except that a dedicated right-turn lane is introduced instead of a left-turn lane. The right-turn lanes begin at each approach to the intersection after the angled parking or green/plaza space ends, where the outside lanes are currently occupied. The inside lanes remain for shared through/left-turning movements, and the outside right-turn lanes are dropped at the intersection. The inside lanes proceed through the intersection similarly to the existing operation, but without needed alignment transitions.

Operations:

This alternative provides similar operations to existing conditions. There is a slight increase in vehicle delay due to the second through lane being removed in each direction. The existing split phase signal timing would need to remain due to the opposing left-turn offset distances. This suggests keeping the existing cycle length. The pedestrian delay is similar. However, as a result to the reduced number of through lanes, the pedestrian crossing distance across moving vehicle lanes is reduced due to the outside departure lanes being converted for other uses.

Geometry:

For this alternative the inside lanes remain the same as the current condition. The left-turn and through movements would share the same lane. Away from the intersection, the outside lanes can be converted to other uses, such as angled parking, bicycle lanes, and or additional green/plaza space. However, at the intersection approach, the existing outside lane would be converted to a dedicated right-turn lane for a distance of approximately 100 feet.



Alternative 4: Roundabout Alternative

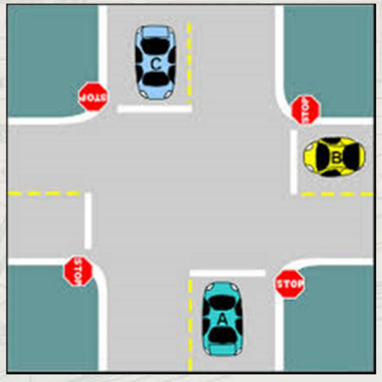
Modern roundabouts navigate cars around a circulating island, usually 50 to 135 feet in diameter. Roundabouts eliminate the need for cars to make left turns, which are particularly dangerous for pedestrians and bicyclists. When properly designed, roundabouts hold vehicles speeds to 15 to 20 mph and reduce injury crashes by 76 percent and reduce fatal crashes by 90 percent compared to signalized intersections.

For this alternative, the intersection is converted to a modern single-lane roundabout within the confines of the existing public right-of-way. All four approaches are converted to single lane approaches, allowing the conversion of the outer lanes to other uses, such as angle parking, bicycle lanes, and/or additional green/plaza space. This is the optimal configuration for reducing delay for both drivers and pedestrians.

Roundabouts are generally regarded as one of the safest forms of traffic control for reducing serious crash potential due to the reduced speed through the intersection and the reduced number of conflict points for vehicles and pedestrians. The graphic to the right, Conflict Points Comparison shows the potential conflict points for both vehicle-to-vehicle (red dots) and vehicle-to-pedestrian (white squares). The top image represents a conventional intersection with single lanes in each direction. This configuration has 32 vehicle-to-vehicle conflict points and 24 vehicle-to-pedestrian conflict points. The bottom image illustrates the conflict points for a single-lane, modern roundabout. This configuration has only 8 vehicle-to-vehicle conflict points and 8 vehicle-to-pedestrian conflict points.

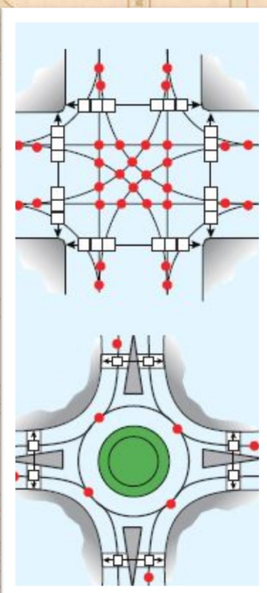
A single-lane roundabout alternative would be the most expensive reconfiguration of the intersection. Roundabouts can also serve as a gateway feature, allowing the placement of public art, signage, and/or landscaping in the central island.

Alternative 5: All-Way Stop Control Alternative



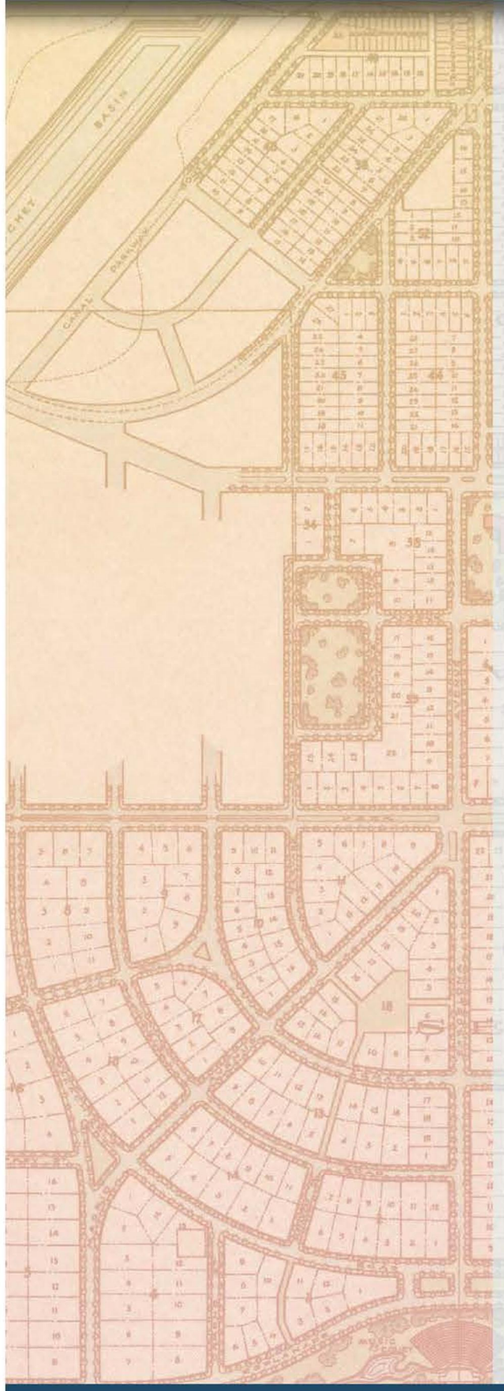
An all-way stop controlled alternative was also considered. For this alternative, the signal is replaced by all-way stop control, and the outside lanes are converted to other uses, such as angle parking, bicycle lanes, and/or additional green/plaza space. All turns are made from the same lane on each approach. This alternative reduces delay for all users. The existing traffic counts are low for a signal, suggesting conversion to stop-control could be appropriate. A single lane for each stop sign approach would accommodate the existing traffic demand, reducing the size of the intersection when compared to the existing conditions. No changes to the median or turn lanes are required for this alternative.

Conflict Points Comparison



Things to Consider

Roundabouts can increase roadway capacity by 30 percent by keeping vehicles moving. When installing roundabouts in a community for the first time, take care to make roadway users comfortable with the new traffic pattern and to educate them about how use roundabouts properly. (See an educational video at http://bit.ly/fhwasafetyvideo)



Performance

A performance summary for the three alternatives that utilize the existing traffic signal is provided below:

Table 1: Performance Summary Alternatives

Alternative	Existing	1a Median Left-turn lanes (P/P)	1b Median Left-turn lanes (Perm)	2 Transition Left-turn lanes	3 Right Turn Lanes
Cycle Length (sec)	80	60	60	60	80
Max Volume/Capacity	0.53	0.61	0.48	0.62	0.73
Avg. Delay/veh	24.5	21.3	11	26.2	30
Vehicle LOS	C	C	B	C	C
Pedestrian delay	44.5	34.5	15.1	34.5	44.5
Pedestrian wait score*	D	C	B	C	D
Left-turn lane lengths (storage/taper)	None existing	WB: 70/50 others: 50/50	WB: 70/50 others: 50/50	WB: 100/50 others: 50/50	None

* Compares pedestrian delay to vehicle LOS thresholds

Summary

In summary, there are several feasible alternatives that would effectively reduce the size of the intersection for improving multi-modal connectivity, while still preserving acceptable vehicle traffic operations. Some of the alternatives considered are able to utilize the existing traffic signal, while the roundabout and the stop-control alternatives would require the removal of the traffic signal. Each evaluated alternative allows the City to convert existing travel lanes to other uses, such as parking, bicycle facilities, and/or green/plaza space. Each of these evaluated alternatives allows the conversion of both Venice Avenue and Harbor Drive to a single through lane with a similar or reduced delay for drivers and pedestrians.

Alternative 1b provides a substantial benefit to operations while maximizing additional space for other uses, while retaining the signal but requiring the conversion of a small amount of median space for short left-turn lanes. Alternative 2 and Alternative 3 provide a comparable level of performance to existing conditions for drivers and pedestrians while providing some additional space for other uses. A hybrid option between Alternatives 1, 2, and 3 is also possible, such as adding left-turn lanes in the median on Harbor Drive and converting lanes to left-turn lanes on Venice Avenue, or vice-versa.

Table 2 provides a planning level assessment of the estimated cost that would be associated with each alternative. Planning cost estimates must be used with caution. These numbers were created using FDOT Item Average Unit Cost, 2012 information and should be reviewed, analyzed, and altered by experienced professionals. As in every project, certain details should be added or deleted, depending on the individual situation. The cost figures shown in this table should be used with discretion, until further information is provided from actual survey and design data. These totals are intended only as a guide for planning purposes only.

Table 2: Planning Level Cost Estimates

Alternatives	Estimated Cost 20% Contingency	30% Contingency
Alternative 1: Median Left-Turn Lanes	$51,000	$56,000
Alternative 2: Transition Left-Turn Lanes	$15,000	$16,000
Alternative 3: Right-Turn Lanes	$14,000	$15,000
Alternative 4: Roundabout		$1,000,000
Alternative 5: All-Way Stop Control	$24,000	$26,000

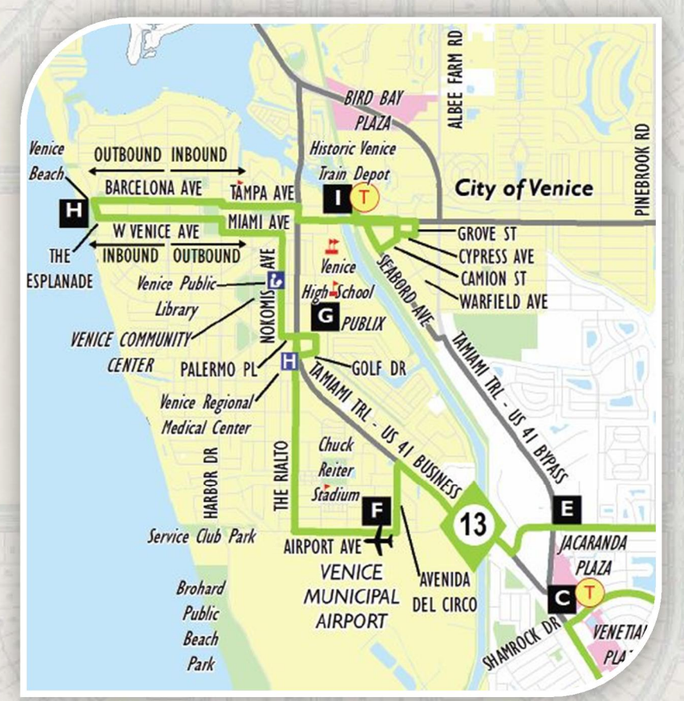
Note:

- *All include re-striping within 300' of intersection, other than the west leg, which is accounted for in separate cost opinion.*
- *Costs based on FDOT Item Average Unit Cost, 2012*
- *Construction would occur as part of larger project for efficient construction costs*
- *Roundabout cost not calculated, rather assumed to reflect typical roundabout projects elsewhere*
- *Planning-level estimates, 30% contingency used*

Transit Routes and Amenities

Transit or bus service within the City of Venice is provided by Sarasota County Area Transit agency (SCAT). Four routes (9, 13, 16, and 17) operate within the study area of this plan and use the transfer station at the Historic Venice Train Depot. Route 13 provides the most service coverage within the study area and operates between 6:00AM – 7:53PM Monday-Saturday with no service on Sunday. Figure 1, below shows the existing route alignmement for Route 13 through Venice.

Figure 1: SCAT Route 13



Route 13 could be used as a possible option for visitors wanting to visit downtown but who do not want to deal with finding a parking spot, especially during major events. Residents and visitors could use satellite parking locations or parking lots outside downtown that do not typically get filled and then take the bus into the downtown core. This option would require additional planning. Some visitors may not feel comfortable trying to navigate themselves around town to catch a bus, especially if they are unfamiliar with the area. An alternative option that could complement the existing bus routes, which came from our stakeholder meeting, was the addition of a City run local circulator or trolley. By the City controlling their own local circulator, routes, schedules and stops could be managed to fit the needs of downtown. Coordination with SCAT would be required.

Another constraint a transit user may have is the amenities available at each bus stop. Just within the downtown core several examples of unmaintained or access restricted bus stops were observed. Examples of existing stops with access constraints and a lack of amenities are shown in the pictures below.

Because transit service within the City is controlled by SCAT the City will need to communicate these types of concerns to the agency. To request enhancements to specific bus stops an inventory of stops with recommended enhancements should be conducted. Below is an example of a possible bus shelter that could be implemented in Venice. The installation of custom enhanced bus shelters would require the City to coordinate with SCAT and contribute local funds to help offset the cost.

Bicycle and Pedestrian Facilities

Bridge Crossings

The Venice Avenue bridge, like all three bridges leading into downtown Venice, is a critical connector for people using all modes of transportation. The Venice bridge, however, is particularly narrow and dangerous for people on foot and bicycle. In fact, the sidewalk is only three feet wide and there is very little buffer between the curb and the vehicle lane.

Currently, as constructed, there is not much that can be done to gain additional space for pedestrians and bicyclist without widening the bridges or reducing the number of travel lanes, which on Venice Avenue there is only one travel lane in each direction already. In the short-term, the City can re-stripe the vehicle lanes from 11 feet to 10 feet, which would increase the buffer between people on the sidewalk and moving traffic. The use of a wide, bold edge stripe should be used to clearly delineate the space.

Another constraint for bicyclist riding over the bridge is the open grates that can be difficult to ride over due to the uneven surface and wide openings (shown to right). A recommendation to address this issue would be to install aluminum plates to create a bicycle-friendly riding surface. This technique was recently used in District 4 on A1A on the Hillsboro Inlet Bridge.

Things to Consider – Biking on the Bridge

When selecting a cover to be installed over the open grates on a bridge material type and texture are very important. Materials that are too slick or that do not provide proper draining for water can create very unsafe biking conditions.

To assist with crossing at the intersections of the bridges, curb extensions at the crossings could be added to reduce the crossing distance for pedestrians and calm traffic as it approaches.

Construction of Multiuse Path Bridge

As a mid-term recommendation, the City, in coordination with FDOT and the Sarasota-Manatee County MPO should consider the recommendation of constructing a multiuse path over the Intercostal Waterway connecting Downtown Venice to the Train Depot and Legacy Trail.

This path could be constructed either as an attached structure to the existing Venice Avenue Bridge or as a separate bridge that would run alongside of the existing bridge.

An example of a multiuse path that has been constructed on an existing bridge, as an extension is shown to the left. This facility is located in Austin, TX.

An example of a separated multiuse path that has been constructed alongside an existing bridge but is not attached is shown to the right. This facility was recently constructed in Tampa Bay and runs alongside the Courtney Campbell Causeway.

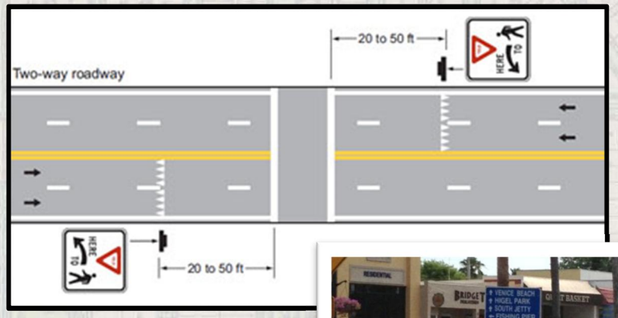
Things to Consider

The three bridges that provide access to downtown Venice are all drawbridges. Any structure that is constructed either on or alongside these bridges will need to be constructed in a similar manner to not restrict boat access through the waterway.

The cost and feasibility of constructing this type of facility is dependent on the existing bridges' structural integrity. The City should coordinate with the County and FDOT to identify potential constraints. This type of project is easier to implement if coordinated with future bridge repairs or reconstruction.

Mid-block Crossings

At mid-block crossings, where pedestrians must cross more than one lane of traffic, such as on Venice Avenue near the park, stop bars should be installed for vehicles that keep them a good distance from the crossing. On Venice Avenue, the stop bar should be set back between 20'-50' feet from the crossing. This improves the pedestrian's ability to see the "second" vehicle coming--the vehicle that is further from them--and thus reduces the risk of a crash. This low-cost improvement should be made at mid-block crossings on a priority basis. If 'Yield Here for Pedestrians' 'signs are used verses 'Stop Here for Pedestrian' signs, yield lines should be used instead of stop bars. The image below illustrates the ideal distance the stop bars or yield lines should be placed (image illustrates yield lines).



In addition to adding stop bars or yield lines at the mid-block crossings, in-ground crosswalk warning lights can be added to alert drivers that a pedestrian is in the crossing. These lights are visible both during the day and at night and can be either activated by sensor or by pushbutton. An example of the in-ground lights is shown below.

Sarasota, Florida

A longer-term enhancement would be to install a raised crossing at mid-block crossings, which helps to further calm traffic and cue drivers that people should be expected to be crossing in that area.

Bike and Pedestrian Amenities

Bike Racks

Bike racks are present in Venice, as shown to the right, but given the number of bicyclists seen, many more bike racks should be provided. As Venice already has done in places, bike racks should be located where they are watched over, but where they don't impact availability of parking or outdoor dining space; they can be placed in curb extensions and tree wells. Bike racks should be placed by main entrances to businesses and destinations, such as parks. Racks that are hidden in the back of a building will most likely not be used. The type of bike racks the City prefers are the traditional grid style racks as shown in the second image to the right. These racks can range in price between $500 to $1,000 each depending on the number of bikes it will hold and the type of finish.

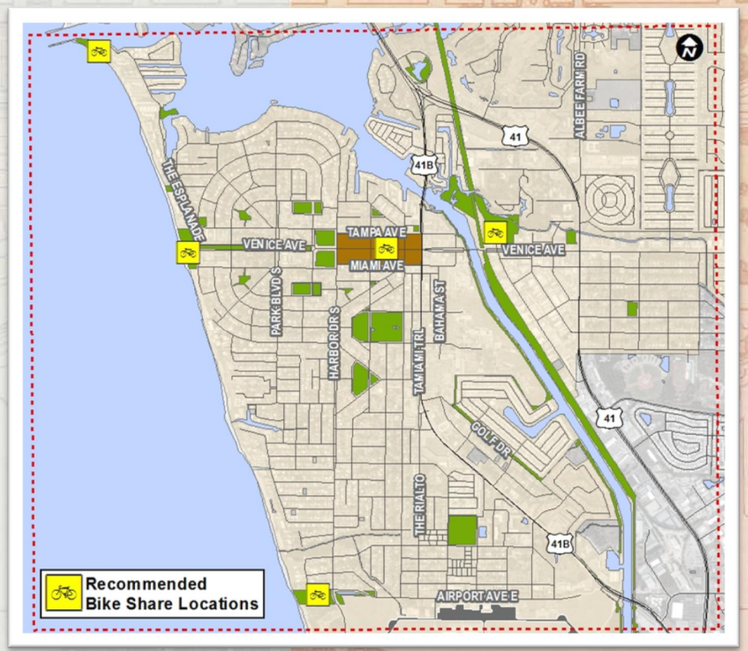
Bike Sharing/Bike Library

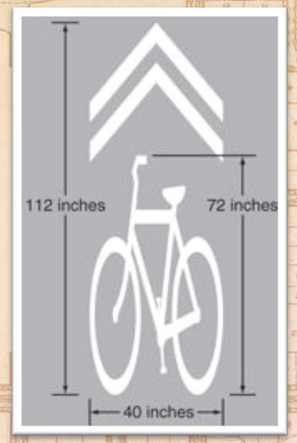
People can be seen all over downtown and on the trails in Venice riding bikes and enjoying active modes of transportation. Through the creation of a bike-share or bike library program residents and visitors would be given the opportunity to borrow bikes for daily or multi-day use. These types of bike rental programs are being used in several communities around the world, including several cities within Florida, such as Fort Lauderdale and Miami. These communities are similar to Venice in their seasonal tourist and residential peaks, and recreational amenities such as the beach.

Recommended locations for bike share stations within the City of Venice include:

- Centennial Park
- Humphris Park South Jetty
- Venice Beach
- Legacy Park
- Service Club Park

Example of Share Bike Station





Source: MUTCD, 2009

Sharrows

A "shared roadway marking"—usually paint— can be placed in the center of a travel lane to alert motorists and bicyclists to the shared use of the lane; this treatment is also referred to as a sharrow. Sharrows are often used on low speed, local roads where a designated bike lane may not be feasible. This treatment can provide the following benefits:

- ✓ Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- ✓ Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- ✓ Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- ✓ Encourage safe passing of bicyclists by motorists, and
- ✓ Reduce the incidence of wrong-way bicycling.

City Council recently approved the use of sharrows on Tarpon Center Drive, leading to South Jetty Park, the sharrow will be placed in the northbound and southbound lanes. Sharrows have also been approved on The Esplanade, and a request to Sarasota County has been made to add sharrows to Harbor Drive, west of Maxine Barritt Park.

The recommended placement guidelines and material for shared lane markings, per FDOT are:

- Should not be placed on roadways that have a speed limit above 35 mph.
- Should be placed immediately after intersections and at a maximum spacing of 250 feet.
- All pavement markings and pavement messages shall be white.
- All pavement messages shall be preformed thermoplastic.
- Shall not be used on shoulders or in designated bicycle lanes.

Additional placement guidance:

- If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

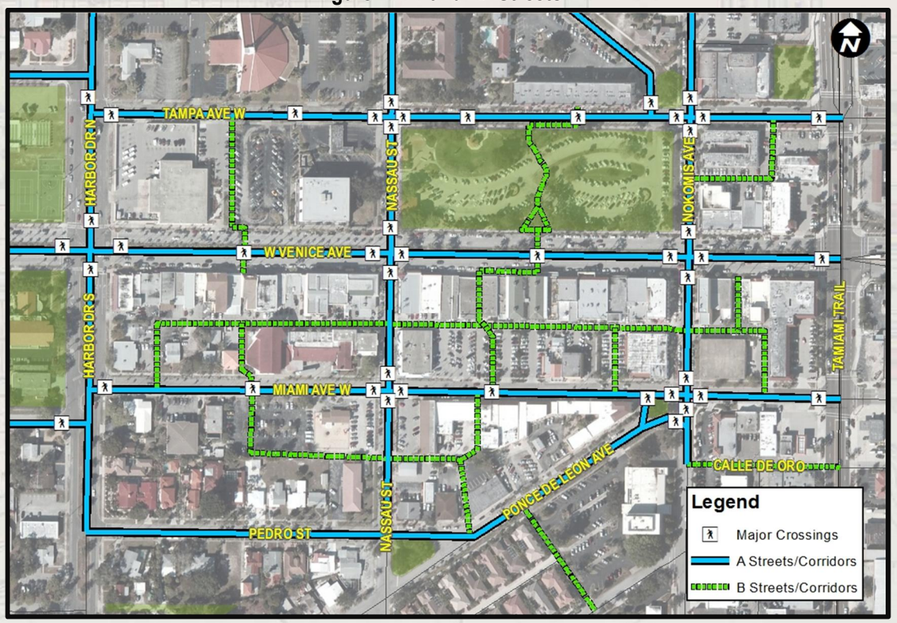
Source: MUTCD, 2009 edition; Section 9C.07

Turning "B" Streets/Corridors to "A" Streets/Corridors

Primary streets and corridors in a downtown core are the "A" streets, such as Venice Avenue, Tampa Avenue, and Miami Avenue. In many places, the alleys, cut-throughs between buildings, and side streets, also referred to as "B" streets, are left only for parking and deliveries.

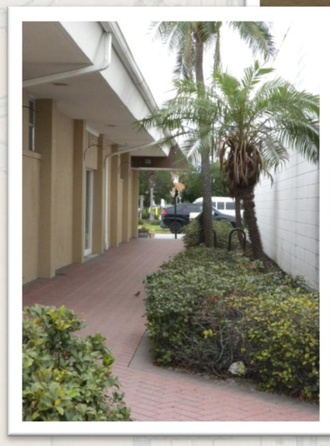
Reinvestment in alleys, in spaces between buildings, and in other public space brings added value to all buildings and homes in downtown. Placemaking, like interior decorating, must create a strong, compelling sense of place that makes time spent in these spaces rewarding and memorable. Consider the public and private realm of a downtown as a public/private partnership. Plaza spaces must be carefully crafted to bring about proper levels of enclosure, transparency, human scale, complexity, and comfort. B streets/corridors can provide quicker access to points of interest within downtown and can assist visitors in discovering new areas within the City. Figure 2, illustrates existing corridors as well as existing and proposed B corridors within the core. These identified pathways provide additional pedestrian connections that help break up large blocks, creating shorter walk distances between the major streets.

Figure 2: 'A' and 'B' Streets



The following page includes pictures taken during the walking audit of both existing converted 'B' street corridors as well as examples of other corridors within downtown that could be improved. The cost of these improvements is dependent upon property ownership, desired landscaping, and amenities to be included.

The following are examples of existing pedestrian pathways within downtown, considered 'B' streets/corridors.



The following are examples of identified 'B' streets/corridors that should be improved to provide better connectivity between major streets and businesses in downtown.

(Above) Alley looking west on Nokomis Ave, between Venice Ave and Miami Ave

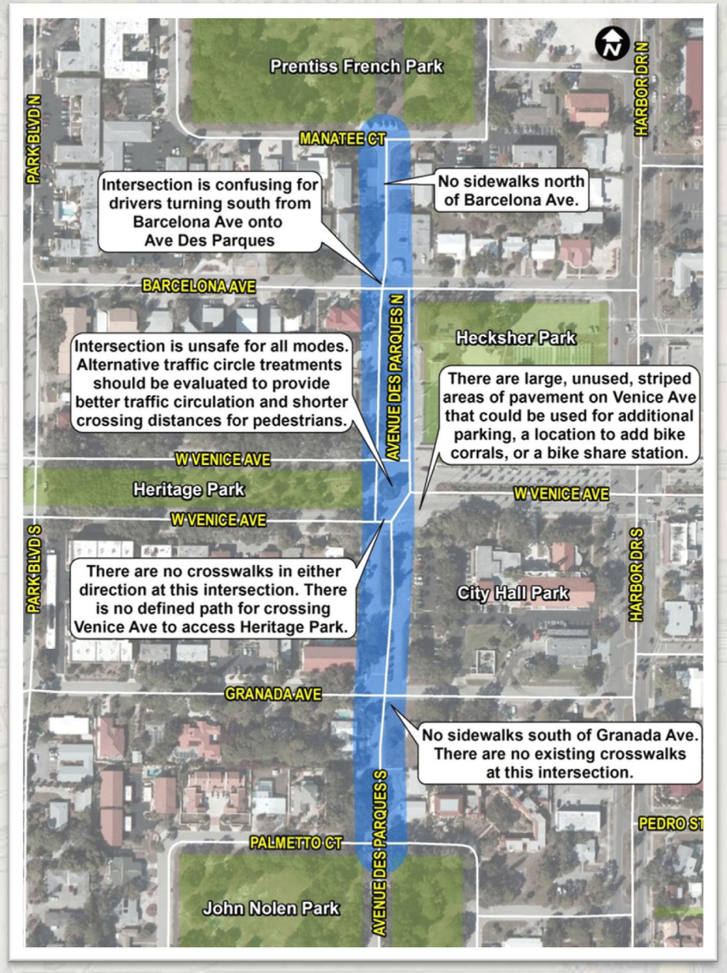
(Above) Alley looking east on Nassau St, between Venice Ave and Miami Ave

(Left) Alley looking west on Nassau St, between Venice Ave and Miami Ave

Corridor Improvements – Avenue Des Parques

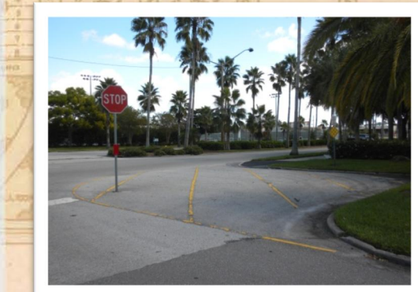
Avenue Des Parques was identified as needing a detailed streetscape corridor study to improve safety and connectivity within downtown. The area of interest is between Prentiss French Park, Hecksher Park, Heritage Park, City Hall, and John Nolen Park. Currently, the street between these destinations is disjointed with minimal multi-modal accommodations. On-street parking may be provided with improved sidewalks or multi-use pathways. The streetscape plan should also consider related intersection improvements. Figure 3 provides a map of the corridor with identified constraints that should be considered in the proposed streetscape plan.

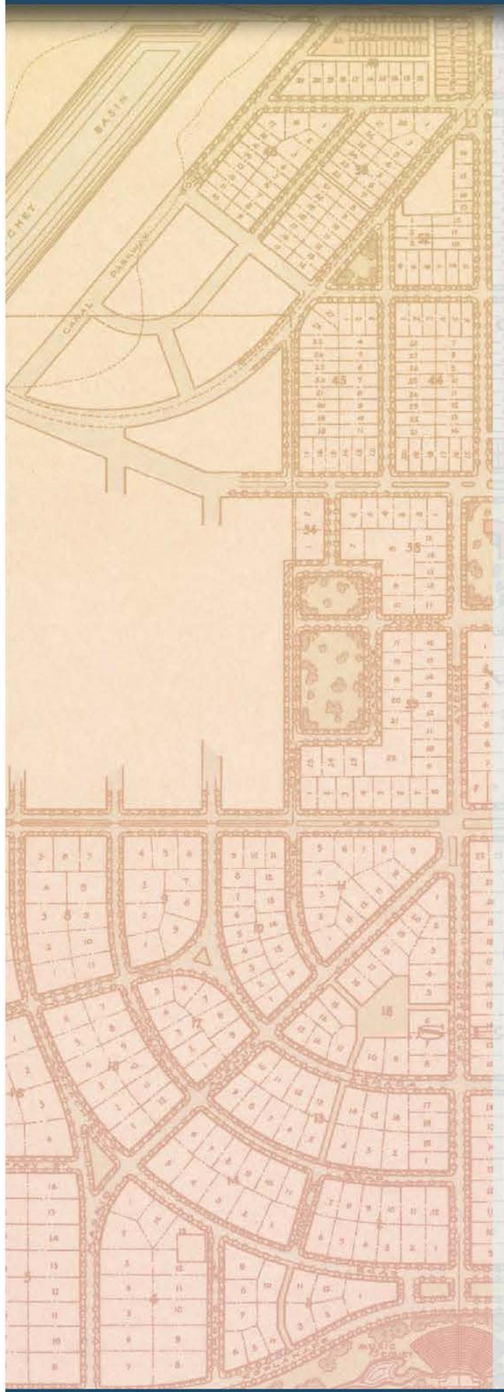
Figure 3: Avenue Des Parques



Things to Consider

This corridor is located close to the Fire Station. Any recommendations or modifications to the alignment of this corridor should be coordinated with the Fire Department so that access is not restricted.





City of Venice Bicycle Friendly Designation

The League of American Bicyclists has a Bicycle Friendly Community designation process that awards communities a level based on their encouragement of bicycle use for transportation and recreation. The designation is determined by how the five elements of bicycling, known as the 5 E's, have impacted a community's effort to make their community a great place for bicycling.

The 5 E's from The League of American Bicyclists are:

- Engineering: Creating safe and convenient places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users
- Evaluation and Planning: Planning for bicycling as a safe and viable transportation option

The City of Venice has a current designation as a *Silver* community awarded to them in 2012. A silver designation means that a community has gone from taking positive steps in all 5 E's to become well established in one or two of the E's but still needs work in 2 or 3 categories. For Venice to move to a *Gold* designation they need to become more strongly established in a few more of the elements.

Some items that could help reach this goal include improving or adding signage, working with the Venice Police Development and evaluate frequent bike/ped crash locations, and establish local encouragement events, such as an annual "Ride with the Mayor" or "Bike Friday."

Local Advocacy Groups

Bike/Walk Venice & Friends of the Legacy Trail

Venice is fortunate to have active grassroots citizen groups that advocate bicycle and pedestrian facility improvements within the City. These groups hold regular fund raisers to get trail improvements complete, such as installing kiosks on the trails and water fountains at the Venice Train Depot. At various times, members have set up a booth on the trail or the Venice Train Depot to promote the trail and talk to users about safety. Objectives of these groups include:

1) Encourage biking and walking as exercise
2) Partner with other groups to promote bicycle safety
3) Promote the creation of more dedicated biking/walking trails, particularly in an east/west direction. (The Venetian Waterway Park and the Legacy Trail already provide a north/south backbone.)
4) Maintain and improve the status of Venice as a Bicycle Friendly Community. Venice received silver level status from the League of American Bicyclists in the summer of 2012. In the summer of 2015 we are striving for gold level status.

Improving the 5 E's

Engineering

Immediate Action Recommendations

- Implement on and off street wayfinding signage with recreational/trail signage having either distance or time information provided
- Implement other bicycle friendly signage such as "Share the Road"
- Improve road/trail maintenance to make safer conditions for bicyclists
- Implement more bicycle parking spaces throughout the City, at both public and private destinations
- Add bike racks at bus stop locations to encourage continued use of alternative forms of transportation
- Place bike racks on all public buses to allow bicyclists to get to their desired locations, near and far

Long Term Project Recommendations

- Re-paint bike lanes and markings where appropriate
- Pass an ordinance or policy requiring large employers in the community to provide end-of-trip amenities, such as shower facilities, for cyclists
- Implement policies and programs that encourage alternative forms of transportation
  - This can be done by discouraging the use of cars with parking fees in active areas of the community
- At appropriate locations, implement road diets to allow for more bicycle and pedestrian facility space
  - Reducing travel lanes commonly causes a reduction in travel speed which is another benefit for bicyclists and pedestrians
- Continue to implement high density development to increase mixed-uses which allows for more bicycle and pedestrian activity
- Improve safety for bicyclists by making the transitions between bike systems well maintained and easy to access
- Install sharrows on appropriate roads
- Declare a resolution for Venice Avenue Bridge to be replaced with a bicycle/pedestrian friendly bridge

Education

Immediate Action Recommendations

- Continue to expand and improve the Safe Routes to School program
- Develop bicycle education programs at both public and private schools
- Develop bicycle friendly community presentations for events such as farmers markets or fairs
- Create website/social media pages such as Facebook to promote Bike Walk Venice and bicycling opportunities in the community
- Start monthly bicycle rides that stop at several different places to help educate people on how easy it is to bike places in Venice

Long Term Project Recommendations

- Have the local advocacy group or a local bike shop offer:
  - Bicycle commuter classes
  - Tutorials on basic bicycle knowledge such as changing a flat tire
- Increase motorist and bicyclist safety information for road sharing
  - This can be done with flyers which are handed out or with signage
- Place biking rules on bike racks, along trails, and other high bike activity areas
- Organize bicycle education events during the month of May (National Bike Month) to teach citizens the benefits of bicycling

Encouragement

Immediate Action Recommendations

- Create a rewards program for community members who bike as a form of transportation by allowing them to log how far and how many times they biked over a specific time span
- Create maps that show bicycle routes in the community to encourage use by residents and visitors
- Have courtesy bike inspections at events throughout the year

Long Term Project Recommendations

- Encourage businesses in the community to promote cycling to the workplace and to become a bicycle friendly business
- Create new bicycle amenities such as mountain bike parks to encourage recreational bike use
- Launch a bike share system in the community which allows the public to rent and share bicycles

Enforcement

Immediate Action Recommendations

- Have "bike parking valet" at community events to ensure peace of mind for bicyclists that their bikes are in a safely guarded location
- Have police officers distribute items or coupons that encourage bicyclists to ride more safely/discourage bike theft
- Create handouts that explain the rights and responsibilities of both bicyclists and motorists for a share the road safety campaign
- Positive enforcement from police officers can be done by handing out gift cards or other rewards to cyclists seen following the law
- Have law enforcement patrol on bicycles to help them understand the needs of bicyclists in their community

Long Term Project Recommendations

- Require law enforcement to report crash data and hazardous conditions to traffic personnel in order to improve safety for cyclists
- Encourage passing laws that will reduce motorist distractions that often end up threatening the safety of bicyclists such as texting while driving
- Evaluate current traffic laws to ensure they are equal and fair for all travel types

Evaluation/Planning

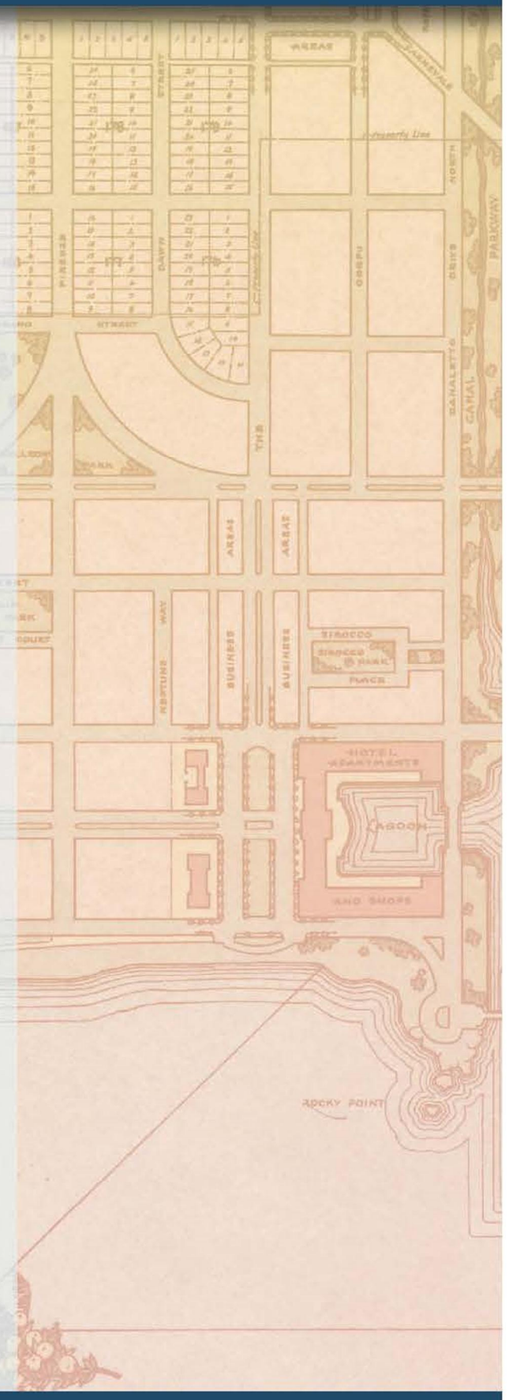
Immediate Action Recommendations

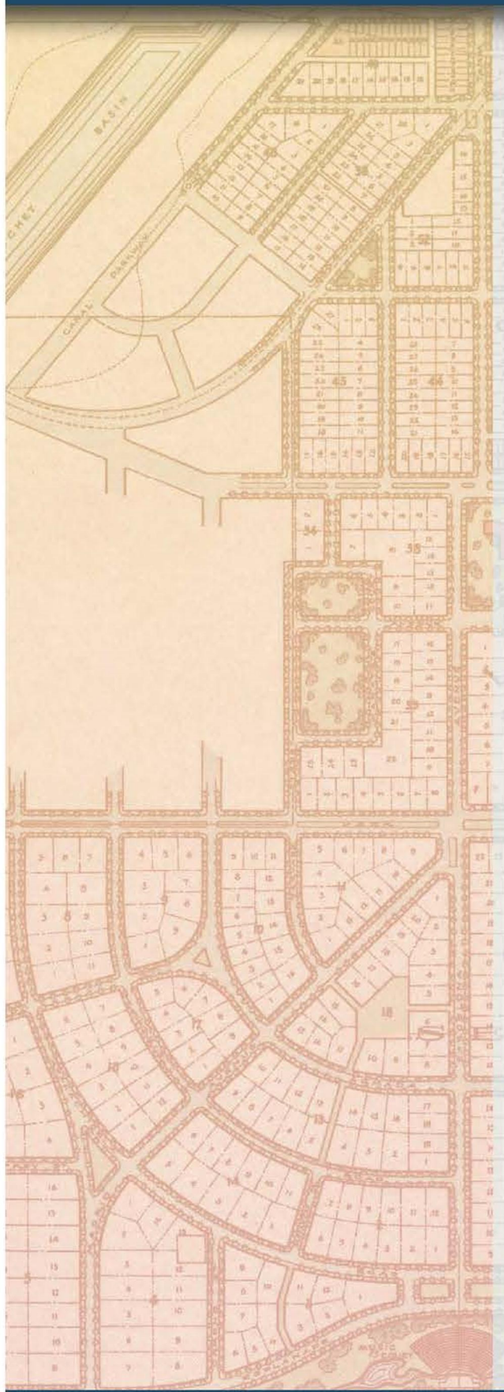
- Create a coalition with other cycling related organizations in the area to discuss bicycle related topics in the region as well as make advancements in achieving bicycle related interests
- Continuously work with Sarasota County on the Sarasota County Bicycle and Pedestrian Plan

Long Term Project Recommendations

- Look at different funding opportunities
- Have your local government implement a community-wide trip reduction program to not only encourage bicycling but all other types of transportation alternatives
- Conducting an economic impact study on bicycling in your community will show the importance of bicycling on the local economy

These recommendations are just a few examples of how the City of Venice can expand their already impressive bicycle system. If the City of Venice implements and encourages these recommendations, it can increase their bicycle friendly community status and continue to be recognized as a leader in bicycle design as well as attract residents and visitors to the area.





Consistency with Local Plans

Sarasota County

Bicycle and Pedestrian Plan (adopted Oct, 2013)

The Sarasota County Comprehensive Plan includes 38 goals, objectives and policies specifically pertaining to bikeability, walkability and livability. Successful implementation of these objectives and policies will result in a transportation system that includes:

- Enhance mobility options
- A safer environment for non-motorized users
- Increased economic benefits in relations to ecotourism
- Improved quality of life for community members
- A healthier environment that supports and encourages active living
- Increased sensitivity to the natural environment

Vision

Sarasota County will foster an environment that promotes and encourages recreation and healthy lifestyles through a safe and efficient multimodal transportation network.

Mission

To establish a safe, convenient and efficient bicycle and pedestrian system, integrated into the overall transportation system and providing success to and between destinations within the region.

Goals and Objectives

To provide and maintain a countywide network of bicycle and pedestrian facilities that connects to other modes of transportation to the greatest extent possible. The following objectives support this goal:

- Increase mobility choices in our community
- Connect multiple modes of transportation allowing for alternative ways to access popular destinations
- Enhance Facilities to improve the multimodal network
- Encourage respect for all users on the roadways and paths
- Promote equitable facilities that are safe and secure for all
- Provide alternatives to automobile transportation

Sarasota/Manatee Metropolitan Planning Organization (MPO):

The following key issues were raised by stakeholders during the LRTP 'Mobility 2035' Study *(adopted Dec 2010; amended Jan 27, 2014)*

- Access to I-75 (emergency response concerns) and congestion on I-75
- Opportunities for redevelopment related to transit, including transit-oriented development in urban core areas
- Expanded vision for future Bus Rapid Transit and expanded fixed route bus service
- Commuter rail connections to major regional destinations
- Improving bicycle and pedestrian safety and accessibility
- Use of Low Speed Vehicles (LSVs), also called Neighborhood Electric Vehicles (NEVs) for energy conservation
- Identification of potential freight activity centers and freight operational problem areas
- Need for better roadway connectivity in the eastern portion of the region

Workshop participants indicated their desire that the MPO consider the following:

- Provide regional transit connections now
- Focus on US 41 for BRT, bicycle and pedestrian enhancements
- Improve I-75 for freight (connections to Lakeland; industrial areas)
- Create transit oriented development around BRT/rail connections to support future transit
- Connect bicycle and pedestrian trail network
- Increase commitment to pedestrian safety
- Improve north-south roadway connections along the I-75 corridor
- Connect colleges to destinations

Table of Contents

List of Figures

Introduction

As part of the Downtown Mobility study, a parking evaluation was conducted to assess downtown Venice's existing supply and demand as it relates to parking. The parking evaluation included first an inventory of existing parking supply, followed by an assessment of parking utilization at the existing parking lots and on-street parking spaces during different hours of the day and week. A review of existing parking policies (code requirements, time limits, resident permits, deliveries, etc.) was also conducted.

A summary of the data collected and full assessment is provided within this section along with the recommendations associated with addressing the identified constraints. The tasks completed during this evaluation included the:

- Identification of parking districts
- Collection and review of existing parking supply and demand levels
- Review of existing parking policies and regulations
- Community outreach
- Assessment of constraints and opportunities
- Development of recommendations specific to Downtown Venice

Parking has a significant influence on urban design and economic vitality of a downtown community. The combination of supply, accessibility, and parking cost are key factors in determining a person's mobility choice. Parking has an impact on both public and private lands, and is a significant cost component when considering the redevelopment potential within downtown.

Though vehicular parking was the focal mode that was identified by the community as having the most constraints, availability of bicycle parking was also assessed.

Data Collection and Existing Conditions

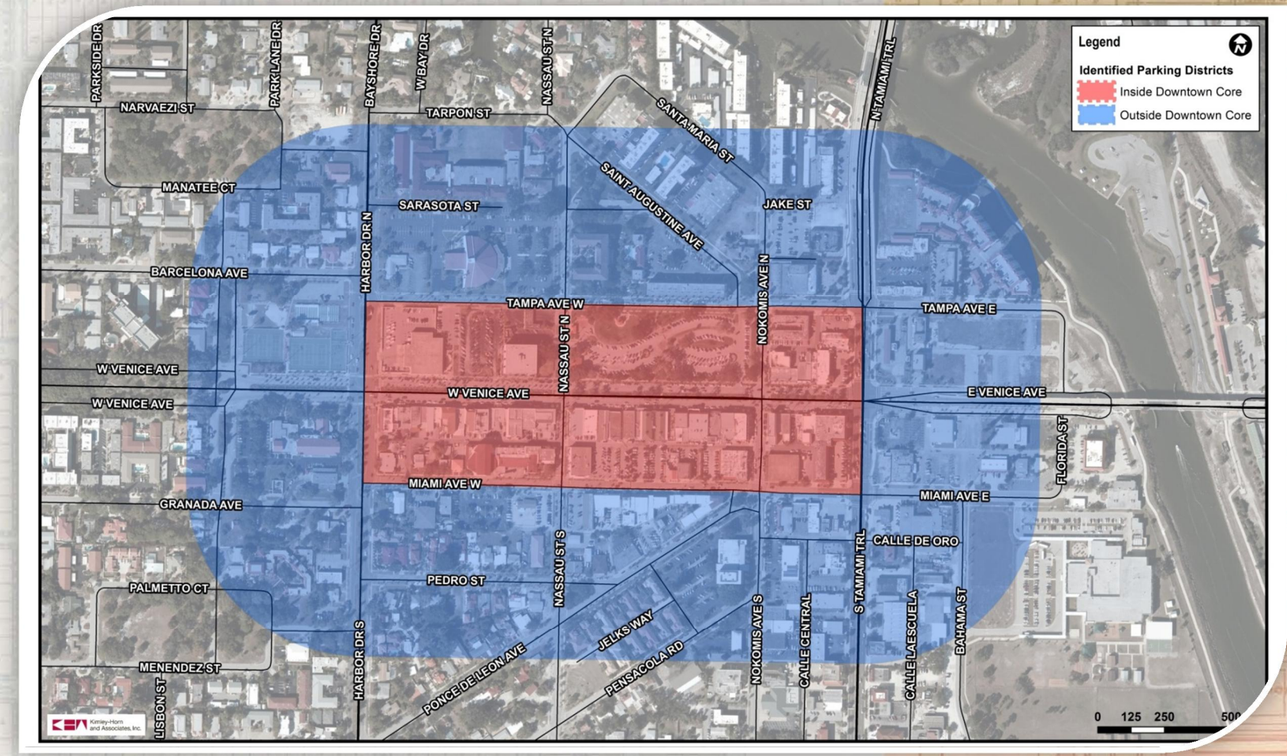
Identification of Parking Districts

The downtown study area has clear delineations between the City's downtown core and adjacent neighborhoods. On-street parking is provided downtown on most streets and there is a wide public right-of-way available for transportation purposes within the core. There is also a good grid system of streets downtown that date back to the 1920's, from the City's original Master Plan, with sidewalks generally provided on both sides of the street.

Three different parking districts were identified for the city. The first district consisted of the area within the Downtown Core. This area includes the area located within one block on either side of Venice Avenue, between Harbor Drive and Tamiami Trail. The second district (outside Downtown Core) extends approximately two additional blocks from the edge of the first district. The third parking district consisted of the remaining portions of the Venice Island and areas just east of the bypass canal.

Figure 1 provides a map of the two identified districts directly associated with the downtown area.

Figure 1: Identified Parking Districts



Existing Parking Inventory

An inventory of the existing parking locations, with total number of parking spots, within the first two parking districts was collected. This inventory was completed for both private and public parking areas. Table 1 provides a summary of the total number of parking spots, broken down by public and private ownership within Districts 1 and 2 (inside the downtown core and just outside the downtown core). Public spaces include on-street parking spaces and public lots owned or managed by the City or other government agencies. Private lots were categorized as either "residential" or "non-residential." A map of the parking locations within the two districts is shown in Table 1, identifying the split between public and private lots and total number of spaces within each location.

Table 1: Parking capacity within study area

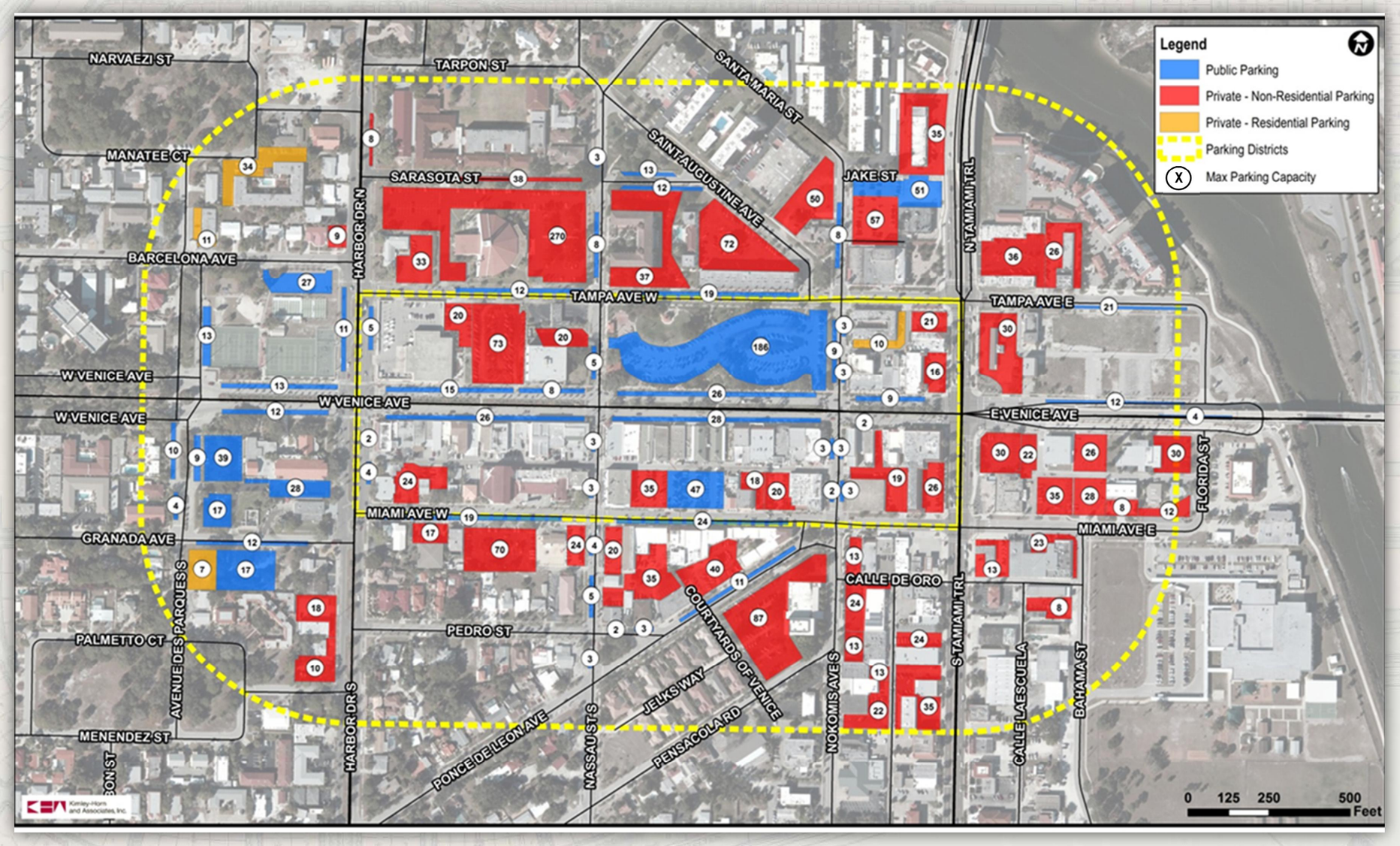
	Public Spaces[1]	Percent of Total Public	Residential Private[2] Spaces	Non-Residential Private Spaces	TOTAL *(Public and Private)*	Percent of Total *(Public and Private)*
Inside DT Core	469	56%	10	292	**771**	30%
Outside DT Core	372	44%	52	1,388	**1,812**	70%
TOTAL	841	100%	62	1,680	**2,583**	100%

In total, there are approximately 2,583 parking spaces identified within the two parking districts serving the downtown area. Only 469 spaces are public spaces located within the first district, referred to as 'inside the downtown core, this only accounts for less than 18% of the total parking spaces inventoried both inside and outside the downtown core. The second district, the area outside the downtown core has a higher number of available parking than the first district, though over 80% is privately owned or managed. Two of the larger parking areas within the downtown are located outside the downtown core and are privately maintained by the Epiphany Cathedral and First Baptist Church. The largest off-street public lot which accounts for about 40% of the public spaces within the downtown core is located within Centennial Park, with 186 spaces, located between Venice Avenue and Tampa Avenue.

There are generally 2-3 hour time limits for most on-street public parking within downtown. East of Tamiami Trail the parking is predominantly available via private off-street lots.

[1] Public spaces include on-street parking spaces and public lots owned or managed by the City or other government agencies
[2] Private spaces are parking locations not owned or managed by the City or government agency.

Figure 2: Parking Ownership with Capacity



Documentation of Occupancy

A detailed inventory of parking occupancy data was collected for this project. The occupancy data was observed for both peak and off-peak tourist season, during the weekday and weekend. Each day was observed for three different time periods: morning (7:00 a.m.-10:00 a.m.), mid-day (11:00 a.m.-3:00 p.m.), and evening (6:00 p.m.-9:00 p.m.) during the months of March and May 2013. The following table summarizes when parking occupancy data was observed in Downtown Venice for this assessment.

Table 2: Dates observed for parking occupancy data (2013)

Off-Peak	Weekend	Saturday, May 18 Sunday, May 19
	Weekday	Tuesday, May 21 Wednesday, May 22
Peak Season	Weekend	Saturday, March 30 Sunday, March 31 (Easter)
	Weekday	Monday, March 4 Tuesday, March 5

The recorded occupancy levels of each parking location, both public and private, during the times and days specified in Table 2 are illustrated in Figures 3-14. This documentation provides a comprehensive visual representation of the overall parking occupancy patterns within downtown during peak and off-peak times; weekdays and weekends; as well as during peak season and off peak seasons. Parking occupancy in downtown Venice is typical when compared to most Florida tourist and business destinations. The highest demand is concentrated in a central location and then quickly dissipates within a 1-2 block radius, outside the downtown core. Most parking demand is located directly in front of, or directly adjacent to the destination.

Figure 3: Parking Occupancy - Peak Season Weekday (Morning)

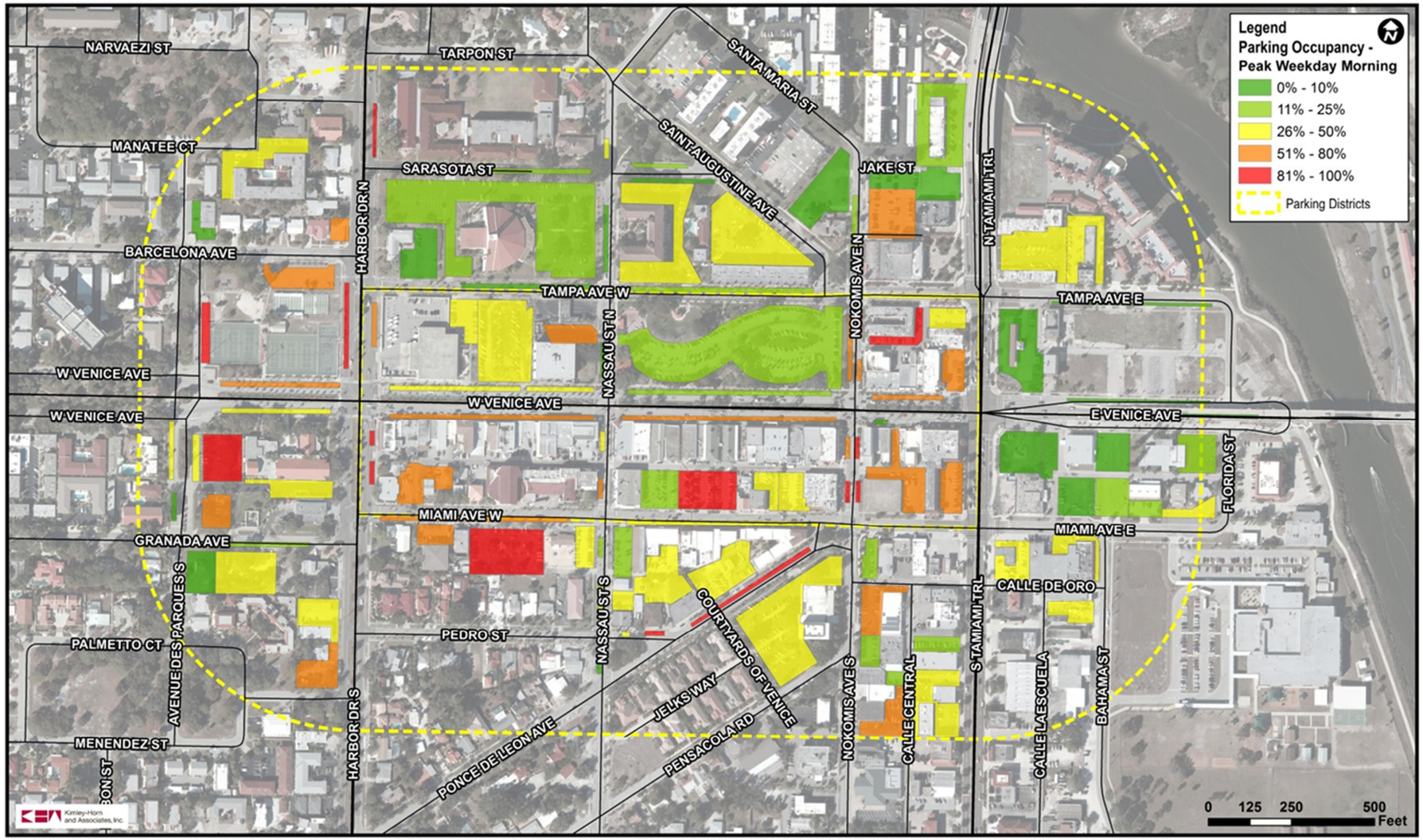


Figure 4: Parking Occupancy - Peak Season Weekday (Mid-Day)

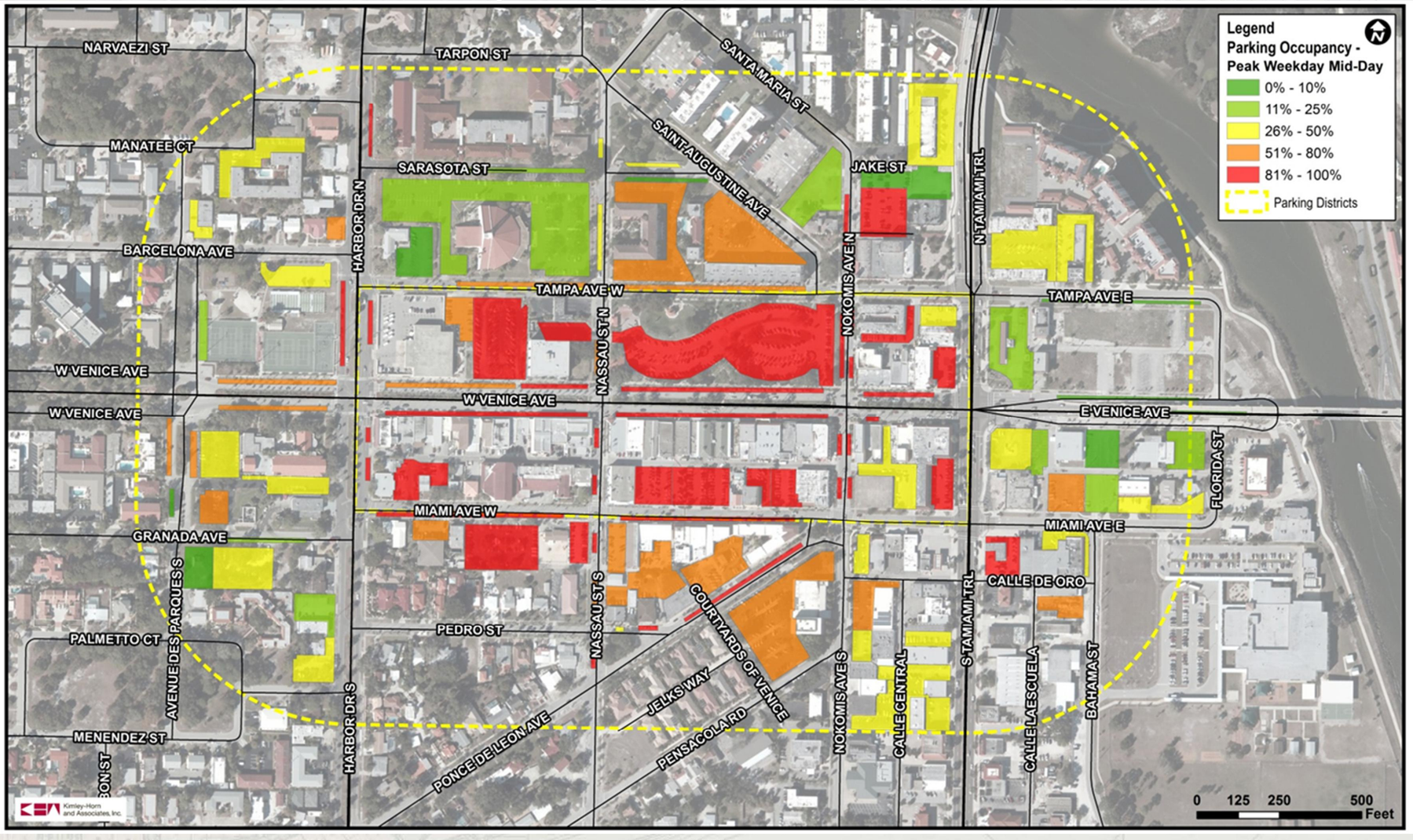


Figure 5: Parking Occupancy - Peak Season Weekday (Night)

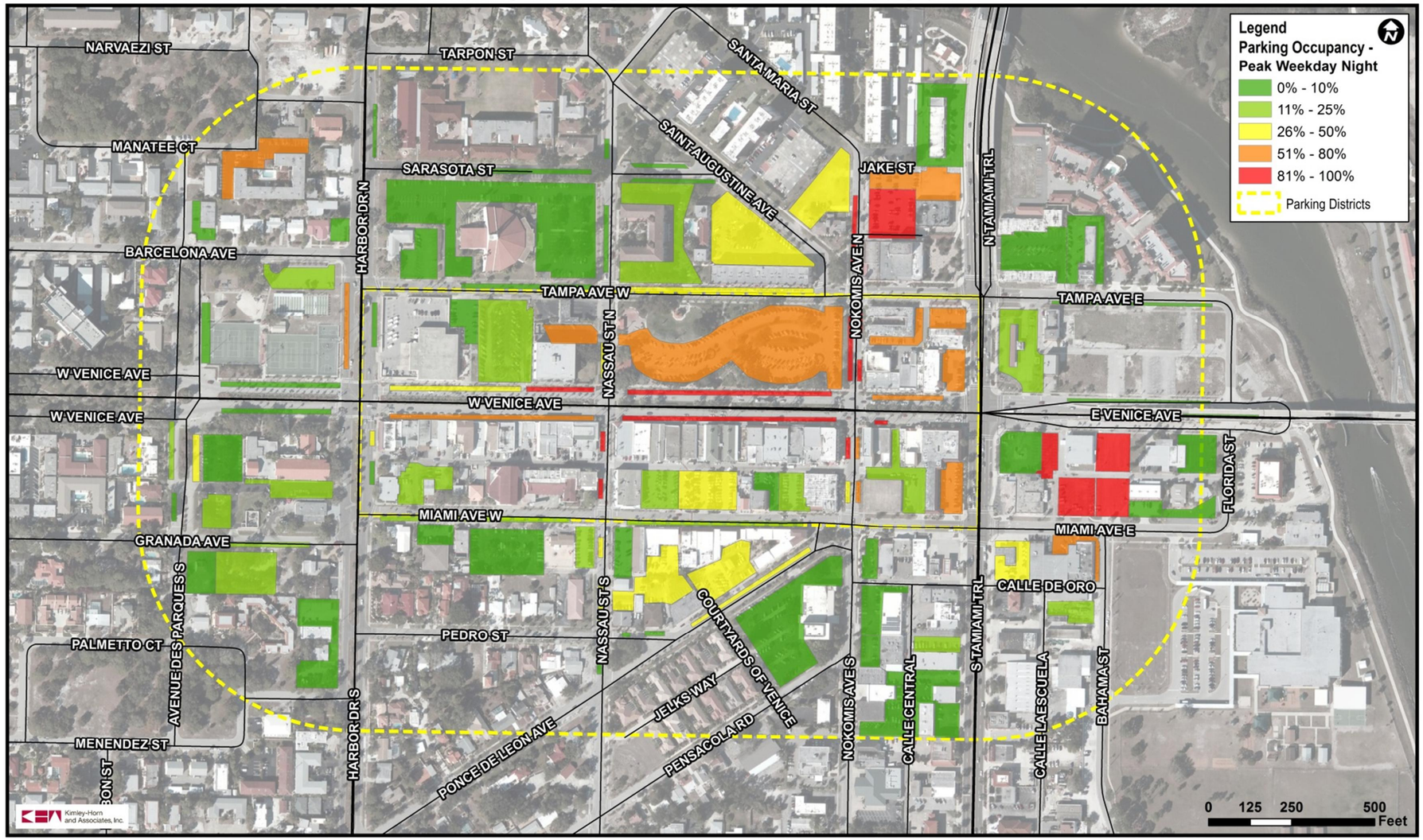


Figure 6: Parking Occupancy - Peak Season Weekend (Morning)

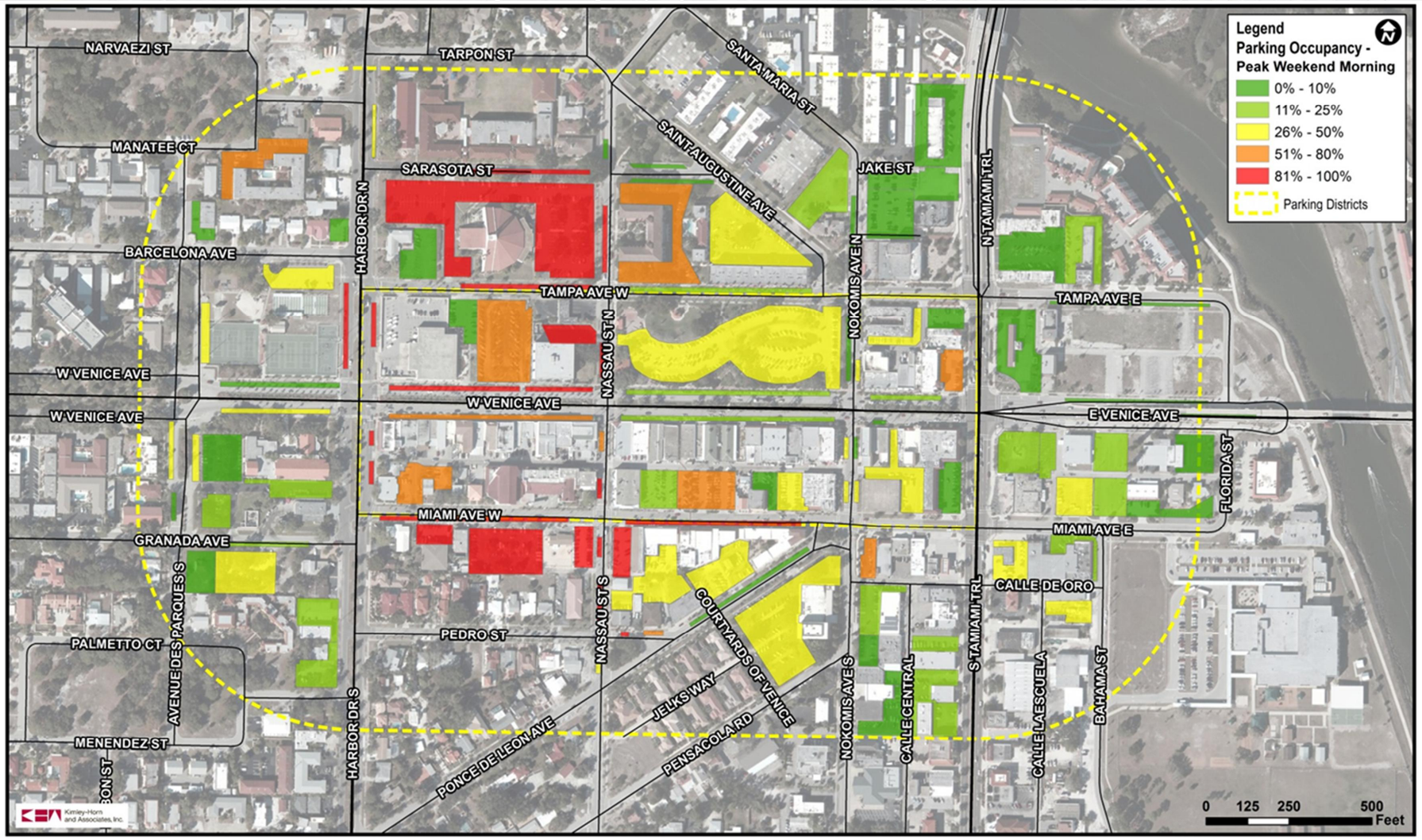


Figure 7: Parking Occupancy - Peak Season Weekend (Mid-Day)

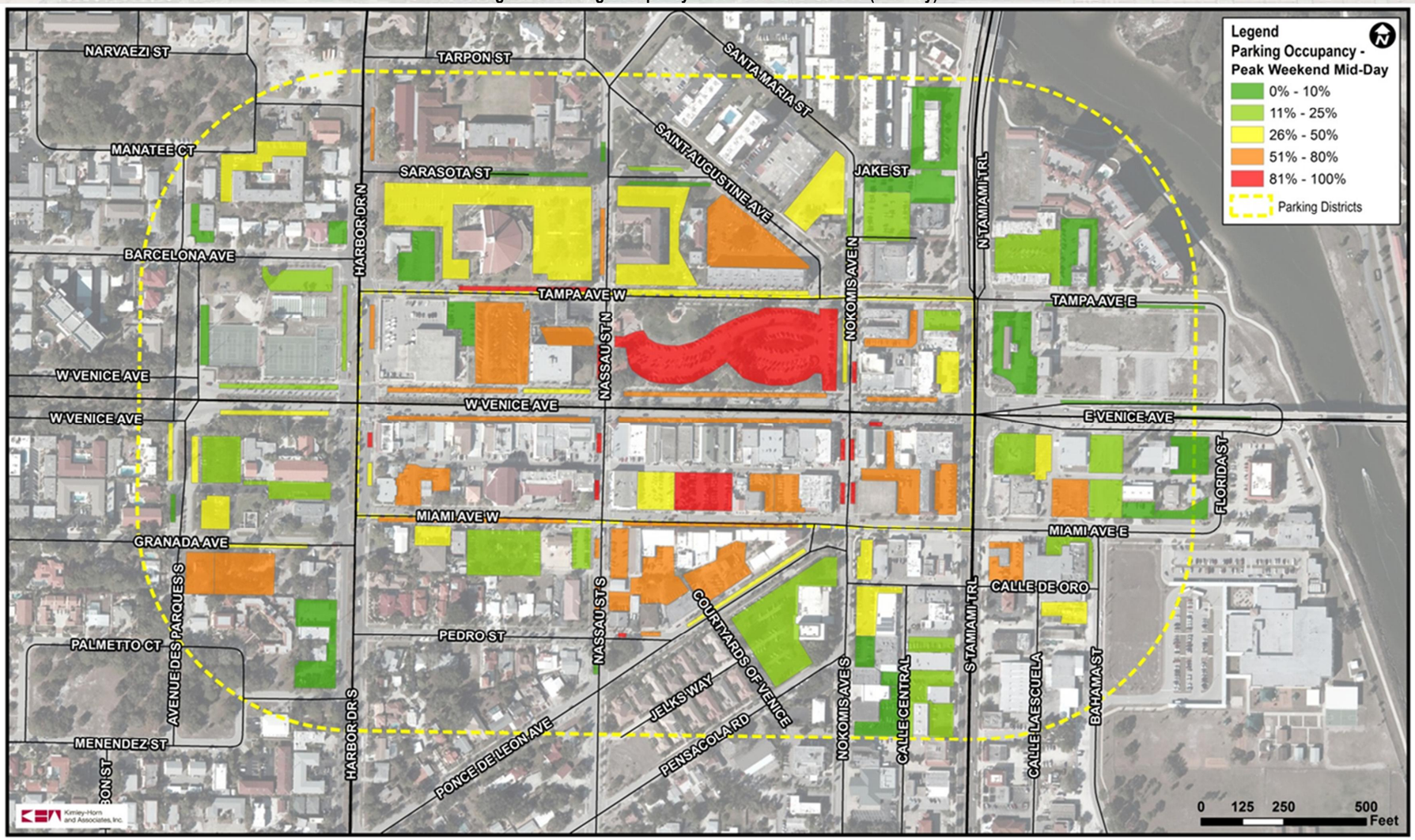


Figure 8: Parking Occupancy - Peak Season Weekend (Night)

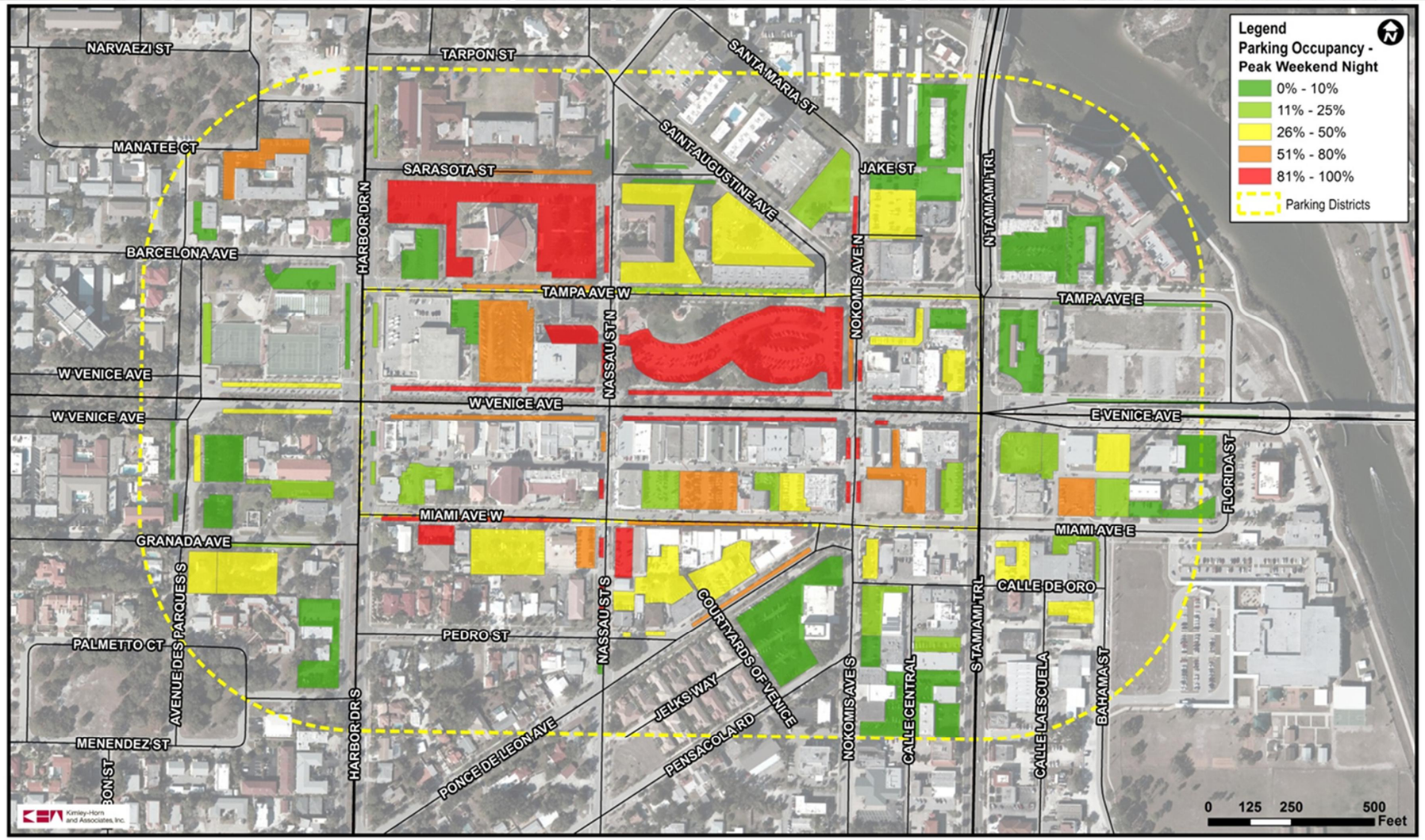


Figure 9: Parking Occupancy - Off Peak Season Weekday (Morning)

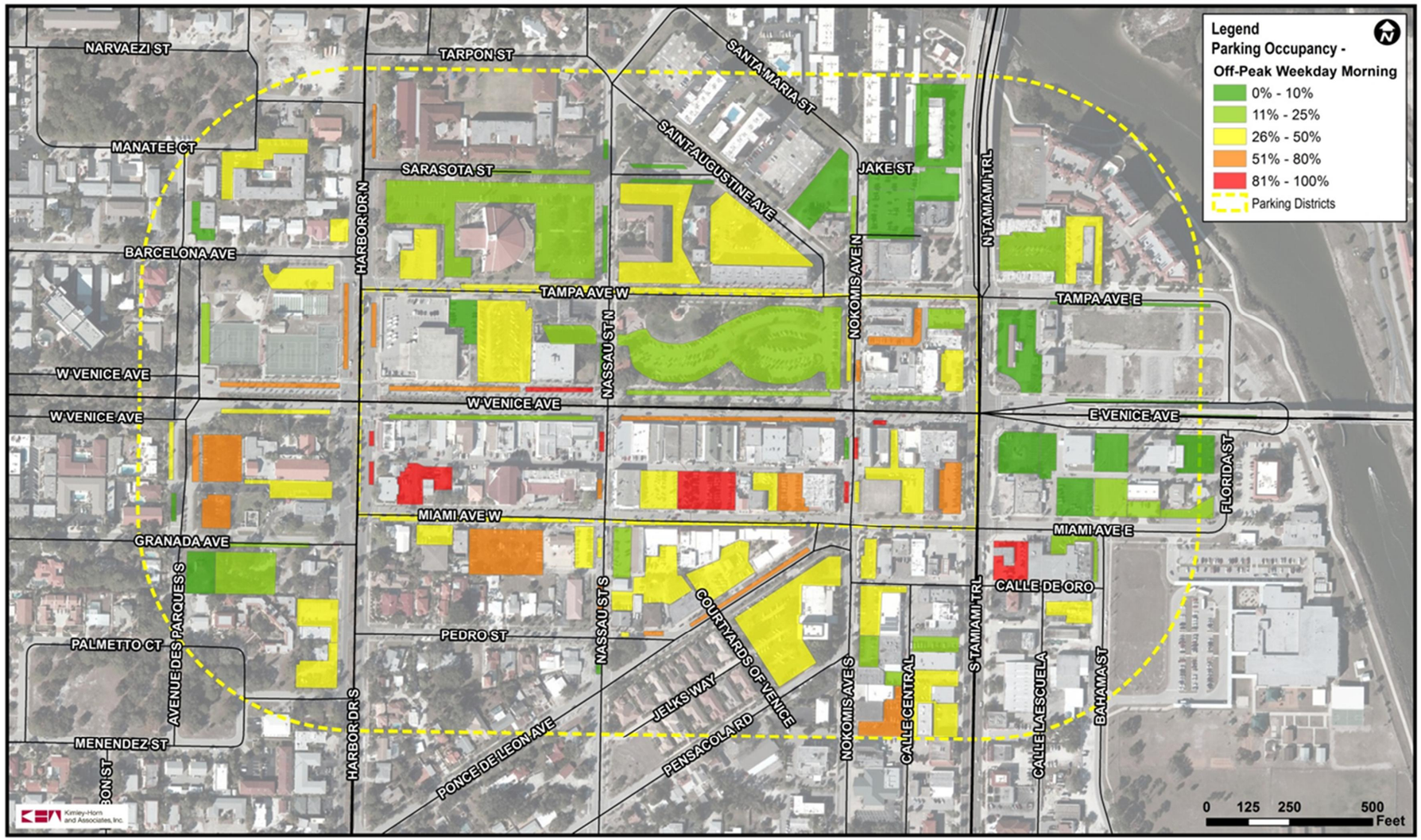


Figure 10: Parking Occupancy - Off Peak Season Weekday (Mid-Day)

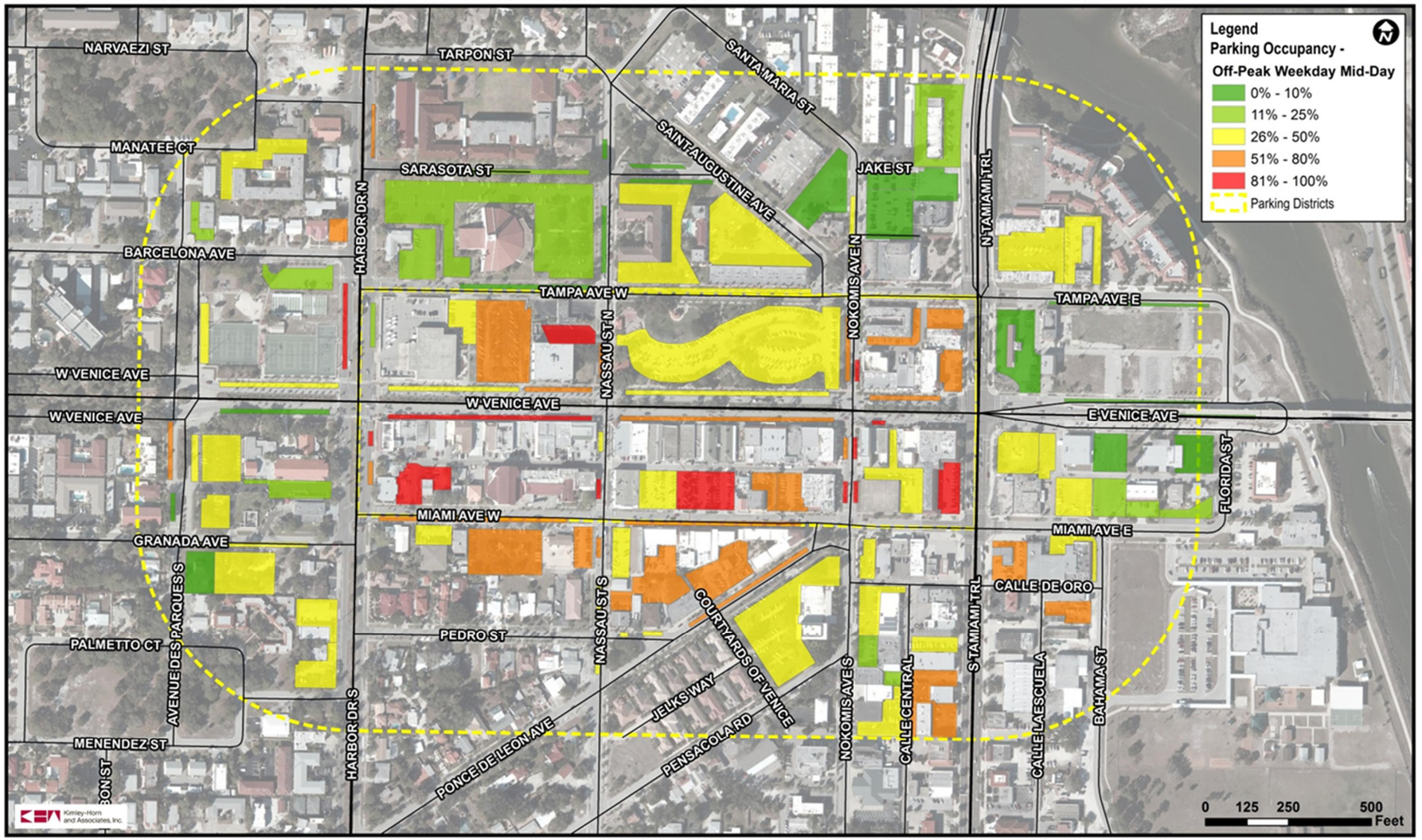


Figure 11: Parking Occupancy - Off Peak Season Weekday (Night)

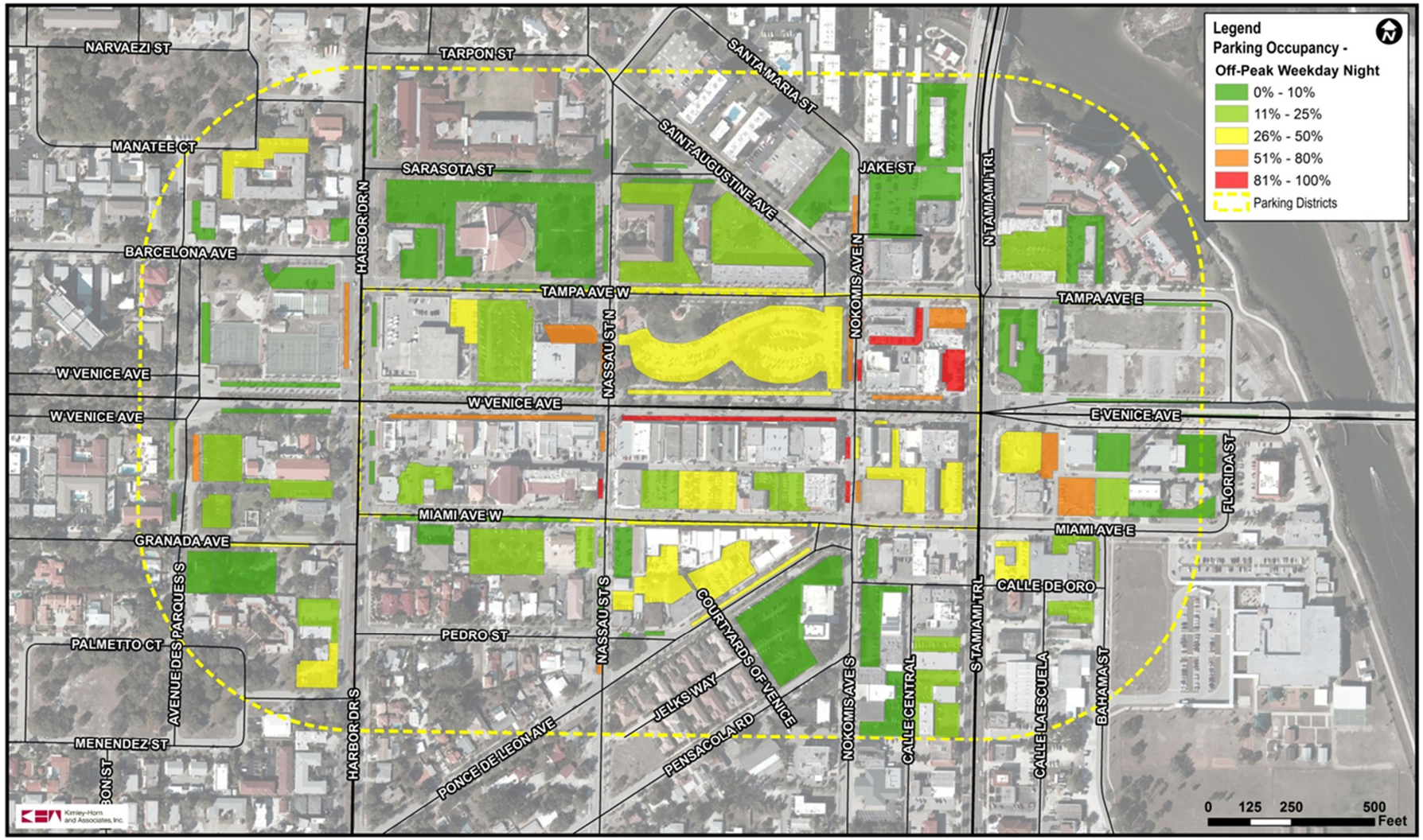


Figure 12: Parking Occupancy - Off Peak Season Weekend (Morning)

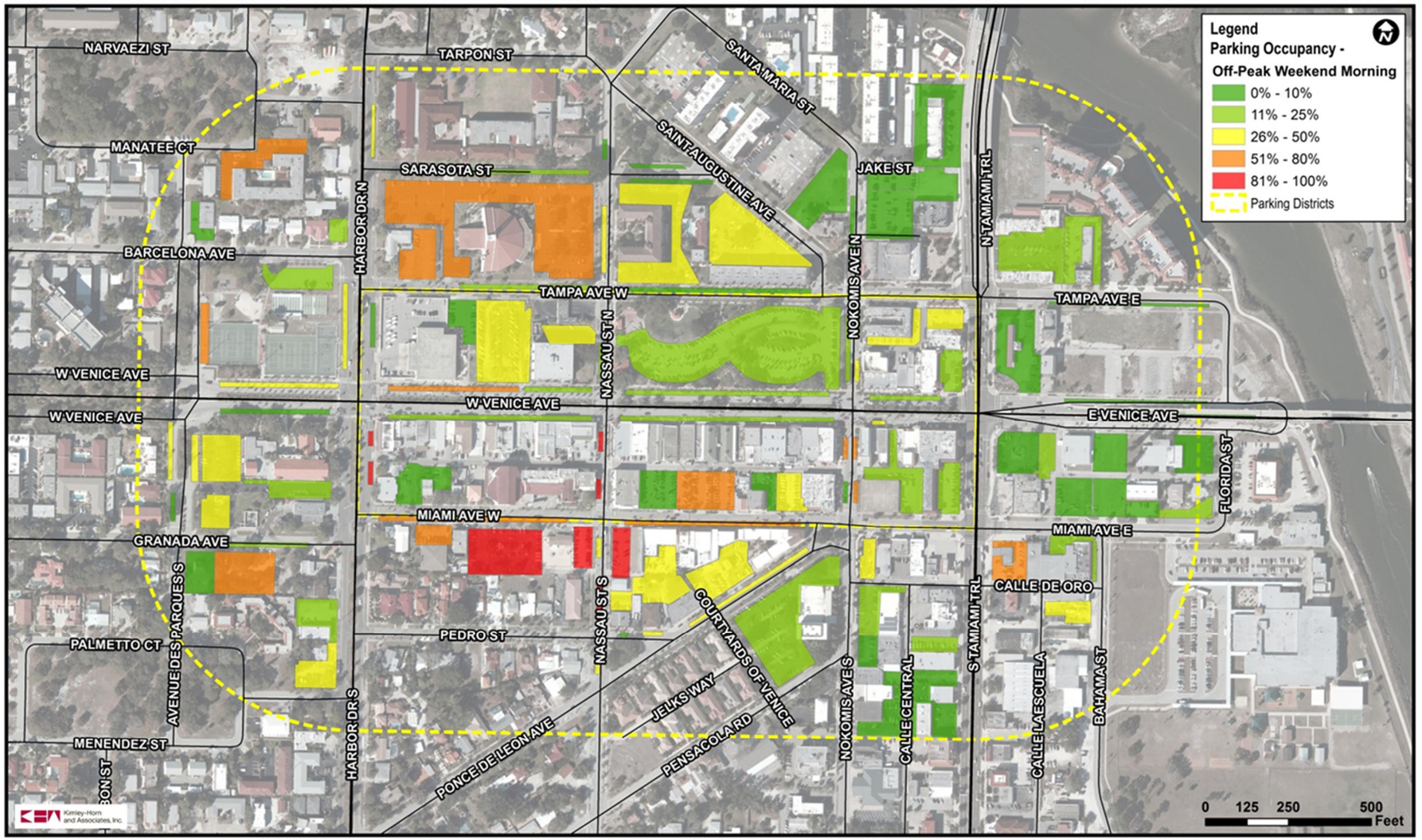


Figure 13: Parking Occupancy - Off Peak Season Weekend (Mid-Day)

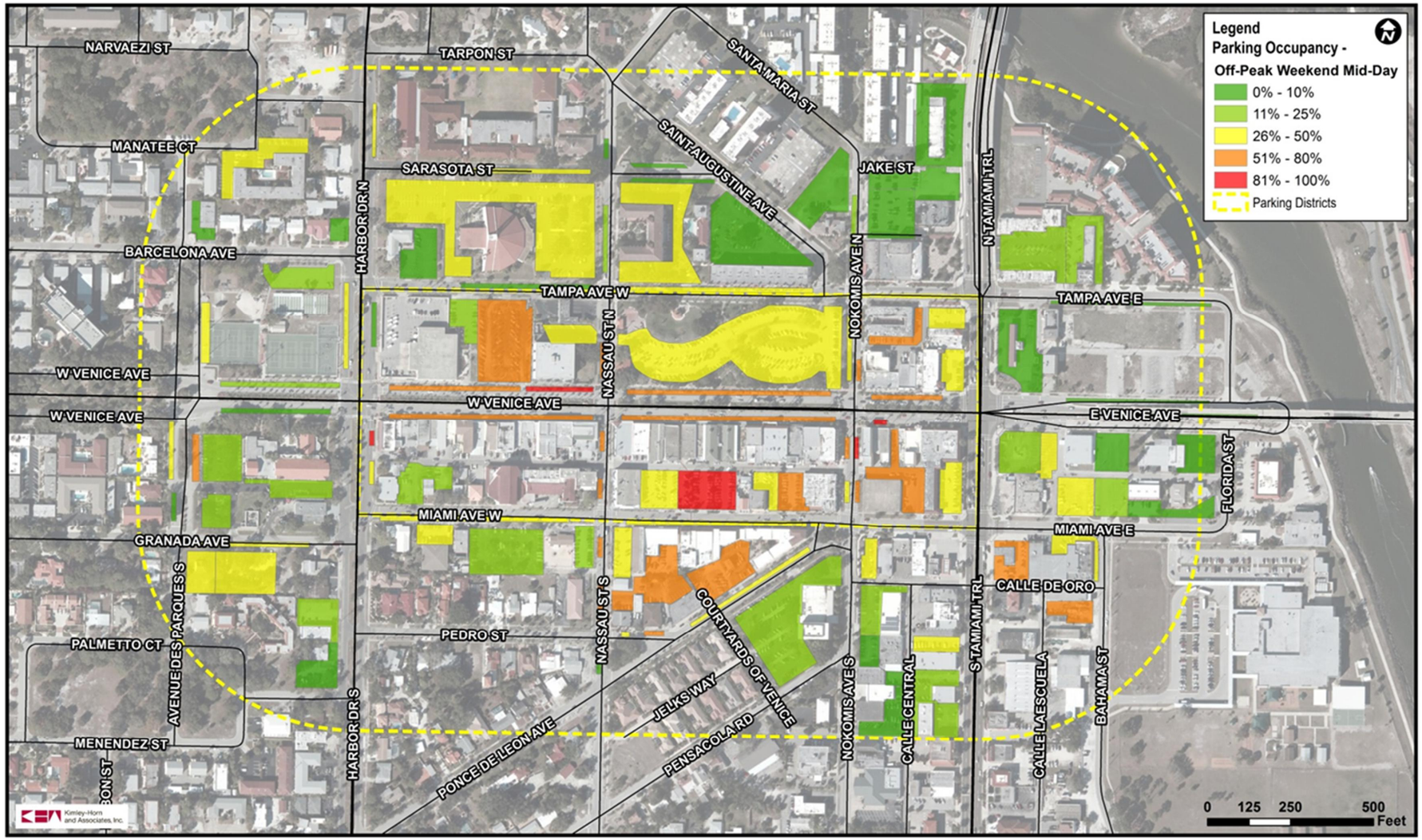
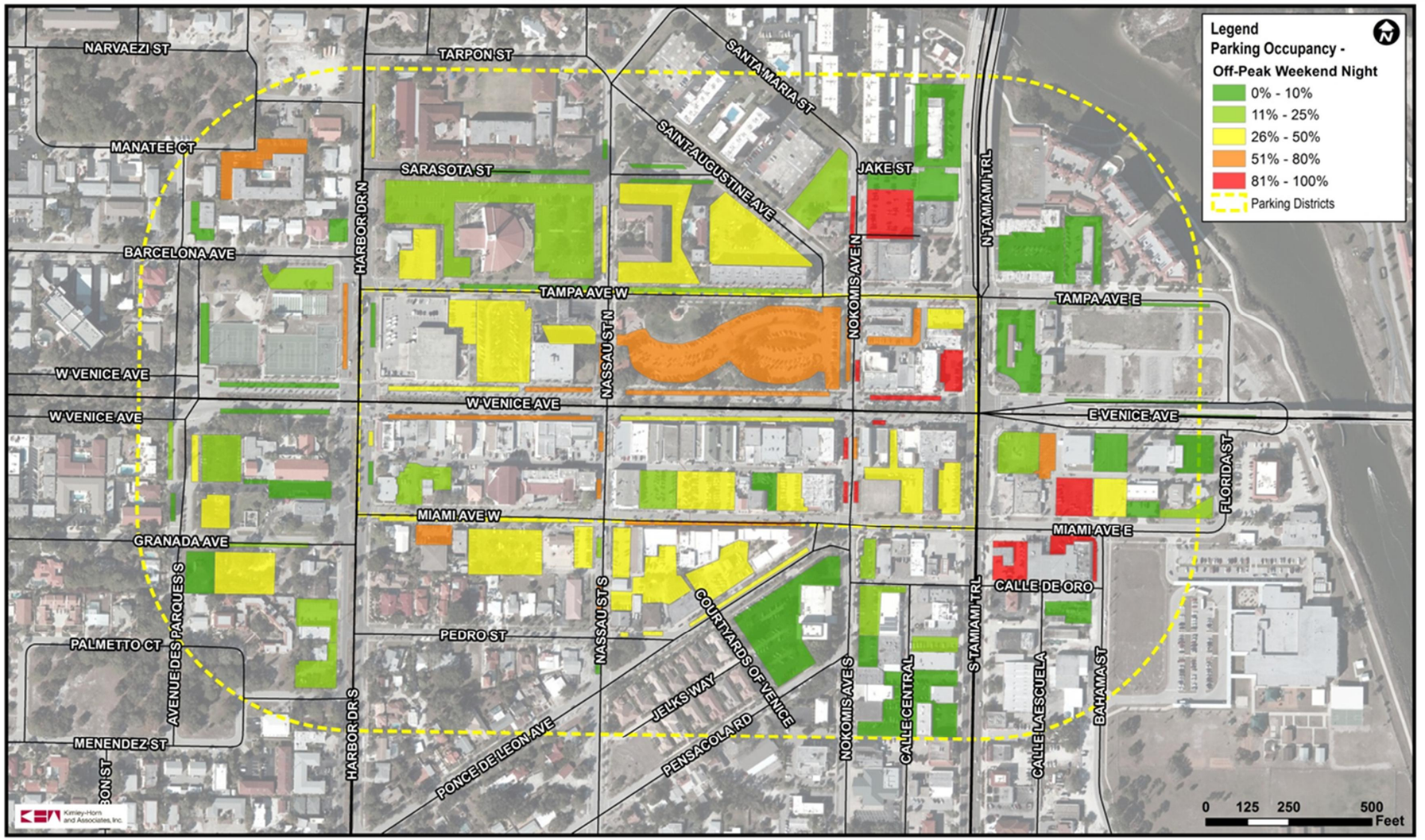


Figure 14: Parking Occupancy - Off Peak Season Weekend (Night)



Typically, the demand in the morning hours start within the southwest area of the downtown core and then shifts throughout the day to the northeast direction until most parking spaces are occupied around the theater where there is also available valet service.

The mid-day and night time weekday and weekend periods, during both peak and off-peak season demonstrated the greatest demand and occupancy percentages within public lots. Overall, these time periods held the highest occupancy levels across all parking areas within downtown, close to 50% of the total supply. Table 3 summarizes the occupancy levels during each time period for the public parking locations within the two districts downtown.

Through stakeholder feedback it was communicated that visitors of the downtown have a low tolerance for walking more than 1-2 blocks between destinations within the downtown core. This can be due to a combination of factors, such as climate, an average age of the population, a limitation from mobility, and the City's large block sizes.

General Observations and Patterns

The Downtown Core (District 1) experiences the greatest demand during the peak season. The daytime demand is greatest in the central downtown, in the vicinity of the Venice Avenue and Nokomis Avenue intersection. However, demand for parking drops quickly outside of a 1-2 block radius from this location. Local business owners also voiced concerns of seeing employees parking on the street in front of the business they worked which occupies prime locations for visitors.

It was observed during the data collection phase of the assessment that the area outside the downtown core (District 2) of Downtown Venice has a significant amount of parking supply, as shown in the previous occupancy figures, when considering the relatively low density of land uses. It is also understood that Downtown Venice is significantly influenced by the fluctuation of tourist visitors between seasons, as well as local residents during special events. These seasons and community events can influence parking demand by nearly 50 percent, depending upon the time period observed.

Table 3: Parking Inventory Public Occupancy Summary

Peak Weekday		Total Occupancy			Percentage of Supply		
	Total Supply	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Inside DT Core	469	187	434	253	40%	93%	54%
Outside DT Core	372	147	148	79	40%	40%	21%

Peak Weekend		Total Occupancy			Percentage of Supply		
	Total Supply	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Inside DT Core	469	217	374	388	46%	80%	83%
Outside DT Core	372	79	77	71	21%	21%	19%

Off-Peak Weekday		Total Occupancy			Percentage of Supply		
	Total Supply	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Inside DT Core	469	169	272	222	36%	58%	47%
Outside DT Core	372	117	88	48	31%	24%	13%

Off-Peak Weekend		Total Occupancy			Percentage of Supply		
	Total Supply	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Inside DT Core	469	138	264	247	29%	56%	53%
Outside DT Core	372	80	64	61	22%	17%	16%

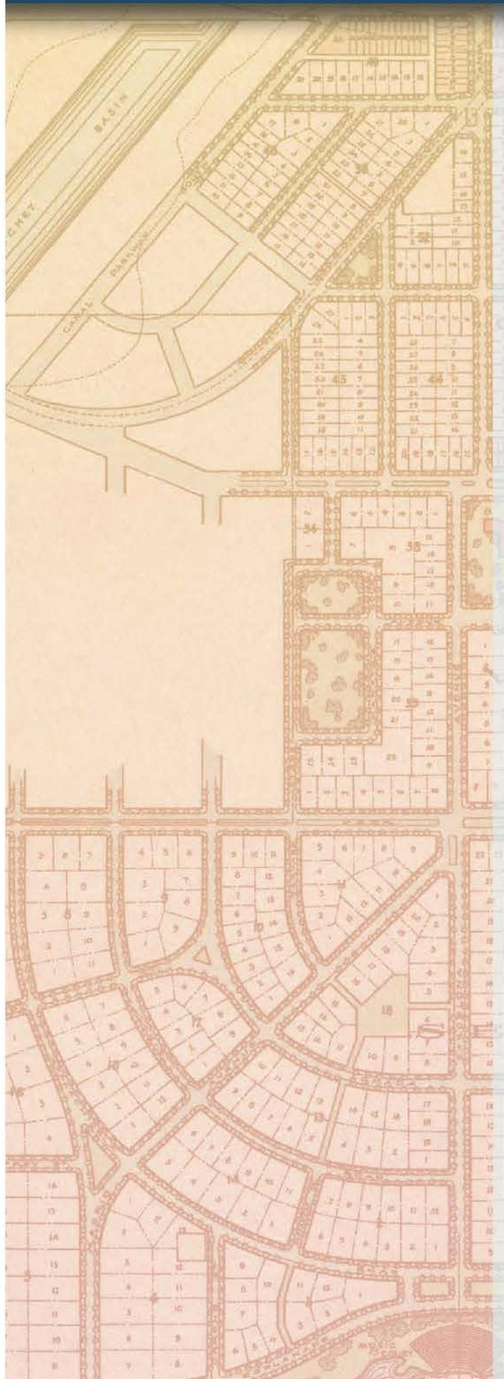
Note: Above totals are for publically owned or managed parking areas only.

Timeframes with over 50% occupancy levels, within the public lots are highlighted in red in the table.

Identified Constraints

Some of the identified constraints that contribute to the perceived parking deficiency within downtown were:

- The parking availability is sometimes limited due to ownership; private parking lots typically reserved only for their customers
- Available spaces are not always located adjacent to the points of interest
- Land availability and cost to construct new parking facilities is limited
- Parking is free in downtown, limiting revenue sources that could be used to implement new parking management strategies
- Timing of redevelopment is unpredictable
- Existing parking regulations and codes only support existing conditions and development patterns



Public Outreach

Public Workshop

A public workshop was held in conjunction with this assessment to gather input on existing issues and concerns from local business owners and interested stakeholders to review the preliminary observations and recommendations. The meeting was held on June 13, 2013 at the Venice City Hall. The goal of the public workshop was to provide an opportunity for local stakeholders to voice their opinions about the existing conditions assessment and help formulate ideas to improve the existing deficiencies. An overview of the preliminary recommendations was presented to solicit initial feedback. Those in attendance consisted of members of City Council, members of the City's Economic Development Advisory Committee, City staff, along with local business owners, residents, and members of the local media. Comments provided at the meeting were recorded on flip charts and were used in the prioritization and development of the final recommendations.

Downtown Business Owners Survey

As a follow-up to the public workshop, and in an attempt to capture additional feedback and confirm some of the high priority issues within the downtown, a ten (10) question survey was developed and distributed via email to the local businesses with the assistance of Venice Mainstreet. The survey was comprised of both fill-in the blank and multiple choice questions with a total of 26 surveys received. Feedback received from the survey was incorporated into the assessment of potential considerations associated with the plan. A copy of the survey questions is provided in the Appendix.

Public Outreach Summary

The consensus from the public outreach efforts showed that there was a perceived parking problem in the downtown area. Most participants admitted that they had difficulty finding parking at times, and that a visitor to the downtown may have harder times without the knowledge that a resident might have with locating parking facilities.

High priority issues identified included lack of available store front parking, wayfinding to available parking, and shared parking between uses. Potential solutions favored at the workshop included coordinating private lots for more public parking, park and ride systems (shuttle service), new parking facilities, and amending the City code to address parking requirements and loading zone enforcement. Better management of special event parking was also suggested.

Overall, the input and ideas provided by the stakeholders was used throughout this study to validate the analyses and prioritize potential recommendations.

Review of Current Ordinances

There are several City ordinances related to parking. The majority of these ordinances address topics of parking regulations and laws. Other ordinances were identified in the City's Land Development Code for general standards, and specifically located within Chapters 70, 86, and 122.

Modifying City code is a low cost option available to encourage more efficient use of existing parking supply within Downtown Venice. Some of these opportunities exist within additional shared parking options and improved parking turnover.

Historically, the City has maintained only minimum standards for parking based upon the type of land use proposed and density. However, there was no limitation, or maximum standard, on how much parking could be provided. The amount of land consumed for parking within a downtown area is a significant factor in determining the multi-modal accessibility. If there is too much surface parking, then it becomes difficult to locate complimentary land-uses within close proximity to each other. When complimentary land uses are spaced far apart, then the neighborhood becomes dependent on motor vehicles, similar to typical suburban style neighborhoods. This then limits the ability for the Downtown to redevelop on a pedestrian scale.

The following table summarizes existing parking ordinances related to downtown mobility:

Section	Description
Chapter 70, Article 2, Division 1	Generally (parking laws and enforcement)
Chapter 86, Article 6, Division 4	Off-Street Parking
Chapter 122, Article 5, Division 2	Off-Street Parking and Loading Vehicular Facilities

Starting in 1982, the City of Venice identified a Central Business District (CBD) designation for parking downtown. Since that time additional flexibility has provided the opportunity for redevelopment within Downtown. Section 122-434 identifies the Number of Parking Spaces requirement and the minimum standards. Subsection (6) identifies the special requirements in the CBD zoning district. The CBD zoning district identifies the following requirements for the number of parking spaces:

- Multiple family dwellings: one space for each dwelling unit
- All other land uses: one space for every 500 square feet of gross floor area
- Public on-street and off-street parking may be counted to meet these requirements, provided such parking is located within 600 feet for residential uses and 900 feet for all other uses.
- Such parking may be used in combination with on-site parking spaces or off-site private parking spaces. Public parking spaces may be counted to meet the requirements of more than one use at the same time.

Based on this sub-section there is an increased priority to have public on-street parking spaces to facilitate downtown redevelopment. The current minimum size for a normal parking space is 18 feet x 10 feet. There are not specific provisions for compact parking spaces. Similarly, there are no parking provisions for bicycles, motorcycles/scooters, electric vehicles, or golf carts that can promote alternative modes of transportation while facilitating economic redevelopment.

In summary, conventional parking standards are often excessive and can significantly be reduced without negatively impacting accessibility. Certain factors can help provide improved efficiency. For example, shared parking between different types of land uses can utilize parking lots for a 24 hour period and reduce the need for more parking. Valet parking services can provide convenient pick-up and drop-off services while utilizing previously empty lots. A list of recommended parking policy recommendations is provided under the *Parking Recommendation* section of this report.

Parking Management Strategies Considered

As part of the data collection and public outreach portion of the assessment several considerations for addressing the initial parking constraints were outlined and reviewed. While each of the following considerations were evaluated not all were found to be appropriate for addressing Venice's specific needs. The following is a summary of some of the parking management strategies used by other communities or collected from stakeholder feedback detailing some of the pros and cons associated with each.

Increase the use of shared parking agreements

- Owners of privately owned parking areas could enter into shared parking agreements with adjacent businesses with varied operating hours. (i.e – A bank parking lot could allow use of their parking area, after hours to businesses that were open later)
- Concerns raised with this recommendation related to liability responsibilities if the parking lot was privately owned but had shared users, who would be responsible if an incident were to occur on their property.

Evaluate existing parking code regulations

- Implementation of parking maximums vs. minimums

Employee parking

- It was observed by local business owners that some prime parking locations, meant for use by visitors are being used by employees of the local shops. It was recommended that a permitting system or designated parking location be implemented specific for employees to help address this issue.

Time restrictions and enforcement

- There were mixed opinions as to how regulations on parking time should be enforced. Some business owners had concerns that by limiting time in which someone could park makes a visitor feel rushed and can be unpleasant if they are ticketed.
- Other business owners felt as if they were losing business because the turnover in front of their business was not frequent enough because people sometimes park longer than the designed "2-Hour" parking allotment.

Better signage

Existing signage locations and information was identified as a possible recommendation for directing visitors to downtown as to where additional parking facilities could be found. This is one of the elements already being addressed in under the wayfinding section of this Mobility Study.

Event parking

- Shuttle/Remote parking opportunities
  - The recommendation to designate areas outside the downtown core, for use as remote parking locations was supported as long as there were reliable options for getting to and from the parking location and downtown. It was recommended that a shuttle or an additional valet service be considered.
  - Recommendations to use areas east of US 41 were identified.

Parking garage/structured parking

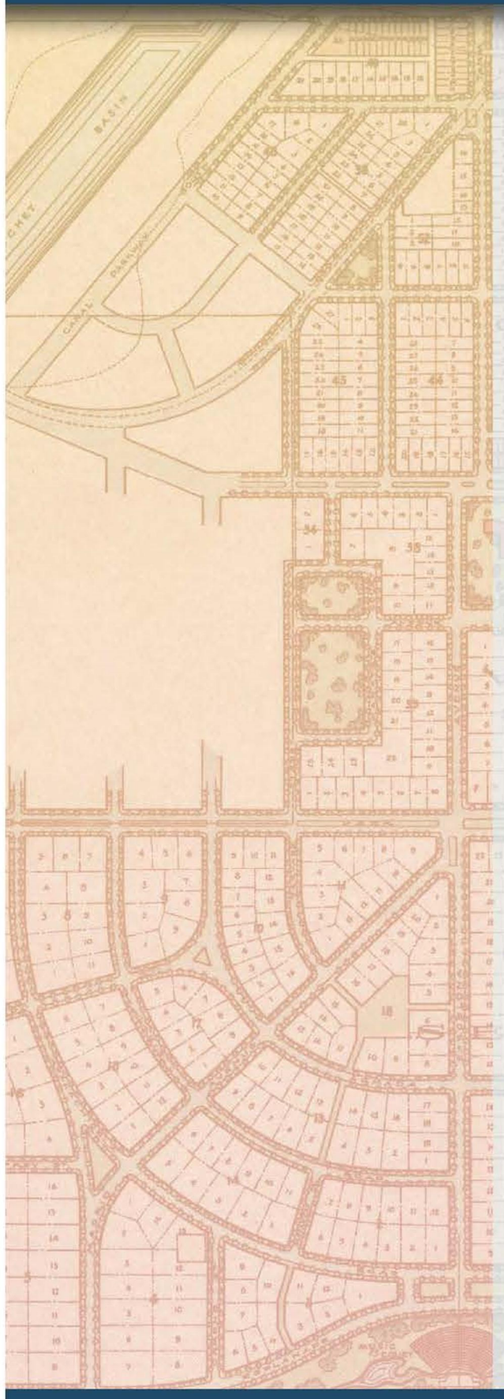
- The recommendation to construct a parking garage was discussed as an option to address existing parking constraints and to prepare for future development in downtown.
- As a long term recommendation interest was made to integrate commercial uses along the ground floor of the parking structure to allow for more uses and to also make appearance of the structure more appealing

Paid parking

- Currently, there are no parking fees in public parking spaces in the downtown core. Therefore, no parking meters or parking stations exist. That is one reason why the City uses the tire chalk method to enforce the parking time limits.
- Sometimes, parking fees are used to improve parking turnover in locations with high demand. Locations with high demand typically cost more per hour to park.
- It was made clear by both city staff and local business owners that the City was not in favor of implementing paid parking options. The City wanted to continue to provide free parking options to those who visit the downtown. Therefore, if the City wishes to improve turnover in locations of high demand, then further consideration of other methods to control parking turnover may be warranted.

Redesign or reconfigure existing parking facilities

- Parking along alleyways and behind businesses is not marked to maximize the space available. Restriping to allow for a more efficient use of available space and assist with access restrictions should be considered.
- Areas that are used for deliveries and loading should be signed to display the times in which parking in not allowed.



Parking Recommendations

The following recommendations were selected to address the identified issues and constraints specific to downtown Venice. Though other options were evaluated, the following are the top prioritized recommendations that can be implemented immediately and as next phases or alternatives to improve parking efficiencies. Recommendations that were developed during this process were prioritized taking into consideration the following factors.

- Low cost retrofit projects
  - Identify effective and low cost recommendations that provide a more efficient use of existing parking supply before pursuing more expensive options.
- Capital improvements
  - Identify long term parking solutions that can be incorporated into the City's CIP. Work directly with local neighborhoods to tailor parking solutions that achieve the right mixture of residential and retail customer parking, while discouraging long-term commuter parking.
- Parking management strategies and policy modifications
  - Combine a mixture of parking solutions including managing on- and off-street parking, making better use of existing parking, and introducing more flexibility in meeting code requirements. Some recommendations include policy modifications.

Immediate Recommendations

Implement wayfinding specific to locating parking

Implementation of the Wayfinding Plan, which identifies alternative parking locations within the downtown core may help balance parking occupancy and lead to reduced stress for visitors unfamiliar with the City. It was observed that for certain time periods existing parking occupancies were high within a 1-2 block radius of the downtown core, however the occupancies dropped off significantly outside of the 1-2 block radius.

Good signage and direct walking paths are key factors into making existing parking facilities more efficient. Frequently in Venice, unused parking lots are located in close proximity to occupied lots. One parking lot may be completely full while a similar lot located nearby may be completely empty, providing imbalanced demand. This is often due to patrons not being aware that there are multiple suitable locations to park. By not being aware of alternative locations patrons may feel there is a "parking problem" and a shortage of capacity, when in reality, there is only inefficiencies for existing parking facilities.

Effective communication can start by notifying people through signage of convenient parking locations as they cross the bridges and come on to the Island into Downtown Venice. Directional signage can help provide balanced demand between different parking lots and streets. Improved signage that makes it easier to find available parking can reduce driver frustration and confusion. This initiative has been incorporated into the Wayfinding section of this plan, to provide better parking and availability information.

Evaluate possible modifications to existing parking regulations

It is recommended that the City initiate modifications to the City's Land Development Code that considers updated parking generation rates within the last 10 years. This recommendation may also be applied to areas outside of the downtown core to identify maximum parking rates in addition to existing minimum parking rates for private off-street parking lots.

Parking management could be improved by having more variety with time limits provided on parking signs. Shorter time periods for parking in locations with businesses that experience high turnover of visitors should be considered. Also, expanding the on-street parking system continuously to areas 3-4 blocks outside of the downtown core with clearly marked signage would simplify available parking options.

It is suggested that the City of Venice consider the following modifications to the current parking ordinances for downtown:

- Update parking provisions for compact parking space dimensions and ratios (Sec 86-412). Initiate modifications to the City's Land Development Code that considers updated parking generation rates within the last 10 years. This recommendation may also be applied to areas outside of the downtown core.
- Identify parking number provisions for alternative modes of transportation.
- Develop maximum number of parking space requirements for new development, intended to be located in a walkable environment.
- Develop a funding mechanism for developers to contribute for more on-street public parking
- Shared Parking Agreements - Streamline opportunities for two or more owners or operators of buildings to make collective provisions for such facilities (Sec. 86-416)
- Reduce the total requirements for off-street parking for mixed uses (Sec. 86-420)
- Consider reducing the time limits of public parking spaces only in high profile locations to improve turnover

Employee parking

- It was observed by local business owners that some prime parking locations, meant for use by visitors or customers are being used by employees of the local shops.
- It is recommended that a permitting system or vehicle decals for employees be considered. A designated parking location specific for "employees only" to help address this issue is also a possible alternative.

Improve enforcement measures

A review of how parking laws are enforced in the City of Venice was also undertaken. In general it is unlawful and a violation to be parked in excess of the time specified on official signs designating an area for vehicular parking purposes, or to be parked in any manner inconsistent with official signs of the city. The standard fine for most parking violations is $25.00.

The police department is authorized to erect official signs indicating the places where or the hours when parking is to be restricted. The department of public works installs the signs pursuant to the police department's directive. Parking is restricted when, in the opinion of the chief of police, traffic conditions require restriction to prevent interference with or obstruction to the flow of traffic, other hazards to the public safety or to prevent damage to public property.

It is unlawful to park any vehicle for a period longer than what is identified on officially posted signs. The city is authorized to further limit, restrict or prohibit parking, or to increase or decrease the time period where signs are erected. Within the Miami Avenue public parking lot, it is unlawful to park a vehicle in one or more parking spaces on any given day for a period longer than what is identified on officially posted signs.

Time limits are enforced via a method of "chalking tires." Under this method, chalk marks are placed on rubber tires for the vehicle using the parking spaces to denote the time occupancy. A citation is then written if the City's Parking Enforcement notices the vehicle still in the parking space with chalked tires beyond the allotted time. It was made clear by both City staff and local business owners that the City was not in favor of implementing paid parking options. The City preferred to continue providing free parking options to those who visit downtown. Therefore, if the City ever wishes to improve turnover in locations of high demand, then further consideration of other forms of parking turnover control methods may be warranted.

The purpose to control parking turnover is to manage the most convenient spaces to favor higher-value trips. There are four enforcement techniques which are most typically used to manage parking turnover when parking fees are not a viable alternative:

- Type of Use (deliveries, taxies, valet)
- Users (customers, residents, disabled users)
- Duration (e.g. 60-minute max)
- Time Frames(e.g. no parking 9am-5pm)

Good signage and enforcement are the key measure of effectiveness for these techniques to be successful. It is suggested that the City eventually consider developing a detailed Parking Turnover Plan on how to best manage the demand for the most convenient parking locations and improve utilization of parking spaces 1-2 blocks away from the Downtown Core. The by-product of this effort would be to identify which enforcement techniques are most appropriate at different site specific locations of high parking demand in downtown.

Encourage shared parking agreements

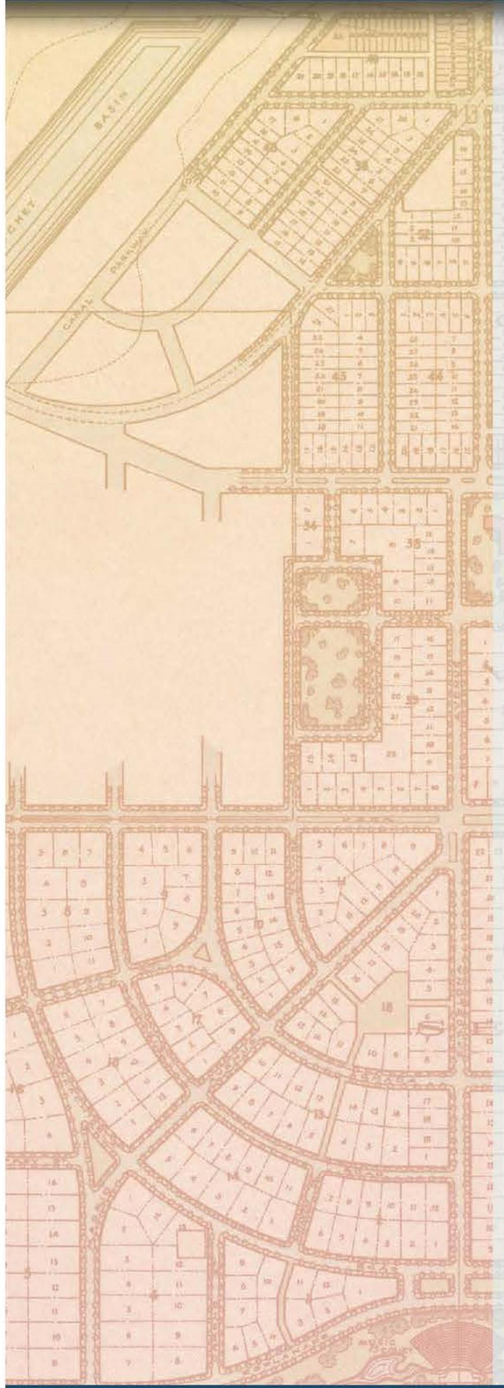
The City of Venice currently allows for shared parking agreements. Shared parking is a tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties. Shared parking is not a new concept. It has been used extensively in traditional neighborhood commercial nodes and downtown settings for decades. In these locations, there are typically complimentary land uses near each other. People often park in one spot and then walk from one destination to another. The effect is that those various uses share the same parking spaces. Shared parking is being used more and more in conjunction with new development. If adjacent land uses have different peak hours of parking demand, then they can share some of the same parking spaces. Shared parking can reduce the amount of land needed for parking, creating opportunities for more compact development, more space for pedestrian circulation, or more open space and landscaping. An example of typical parking peak periods by land use is provided in Table 4.

Table 4: Typical parking peak periods by land use

Weekday	Evening	Weekend
Banks and public services	Auditoriums	Religious institutions
Offices and other worksites	Bars and dance halls	Parks
Park and Ride facilities	Meeting halls	Shops and malls
Schools and colleges	Restaurants	
Daycare centers	Theaters	
Transit terminals	Hotels	
Distribution centers		
Medical clinics		
Professional services		

Source: Victoria Transport Policy Institute, Todd Litman; November 2006

It is suggested to initiate modifications to the City's Land Development Code that promote shared parking opportunities between different land uses with different parking demands on different days or different time periods of the day (i.e., Epiphany Cathedral lots, SunTrust Bank Center office building, and others etc). These lots may also be used for Valet Service potentially operated by the City or a private operator. An example shared parking agreement is available for reference in the Appendix.



Recommended Next Phases and Alternatives

Parking Restriping along Harbor Drive and Venice Avenue

Efforts were also undertaken to identify retrofit projects that would provide more effective design alternatives. These alternatives are intended to be a sample of opportunities that exist throughout Downtown Venice. The alternatives presented are intended for public parking spaces, both on-street and off-street parking.

On-Street Parking

Currently, on-street parking is provided in the form of parallel parking. Parallel parking is effective in providing access and most effective when there is a limited amount of public right-of-way or between curbs. Downtown Venice, however has generally wide distances between curbs. Therefore, opportunities exist to convert parallel parking to angled parking and accommodate more parking spaces.

If designed properly, angled parking can offer several benefits:

1) Ability to provide more on-street parking spaces
2) Serve as a low-cost traffic calming device to further reduce vehicle speeds
3) Provide an enhanced separation buffer between pedestrians on the sidewalk and moving vehicles

In addition, supporting the City's initiative of raising their Bicycle Friendly Community designation the reduction of a travel lane through the conversion of parallel parking to angled parking would provide additional right-of-way that could be sectioned off to be used as a designated bike lane, bicycle parking, additional green space and landscaping, and/or more handicap spaces.

Concurrent, but as a separate project outside the scope of this plan City Council requested a detailed evaluation, along with design alternative recommendations to be presented for potential implementation of a pilot test site for the reverse angled parking.

The demonstration project was identified along Venice Avenue between Avenue de Parques and Harbor Drive. This project called for the conversion of the outside lane in each direction, from a travel lane and parallel parking into reverse angled parking. This concept has the ability to provide more than twice the amount of existing parking along this road segment.

It was suggested to implement this low cost design alternative at feasible locations on streets with the ability to accommodate wider on-street parking. This alternative may substantially increase available on-street parking at some locations while also serving as a traffic calming tool to reduce speeds.

Centennial Park

Centennial Park was originally created as a central city park of green space approximately two city square blocks in size. However, the large majority of space is now consumed as an asphalt parking lot. Another consideration identified through this assessment was the potential to modify the existing site layout of Centennial Park. The recommendation consisted of converting the west-half of the site from a parking lot into a public green space and expanding the existing park amenities. This could be achieved by reconfiguring the existing parking lot layout to consolidate all parking on the east side of the site, while keeping the existing ingress and egress locations on Venice Avenue and Tampa Avenue.

Parking Garage/Structured Parking

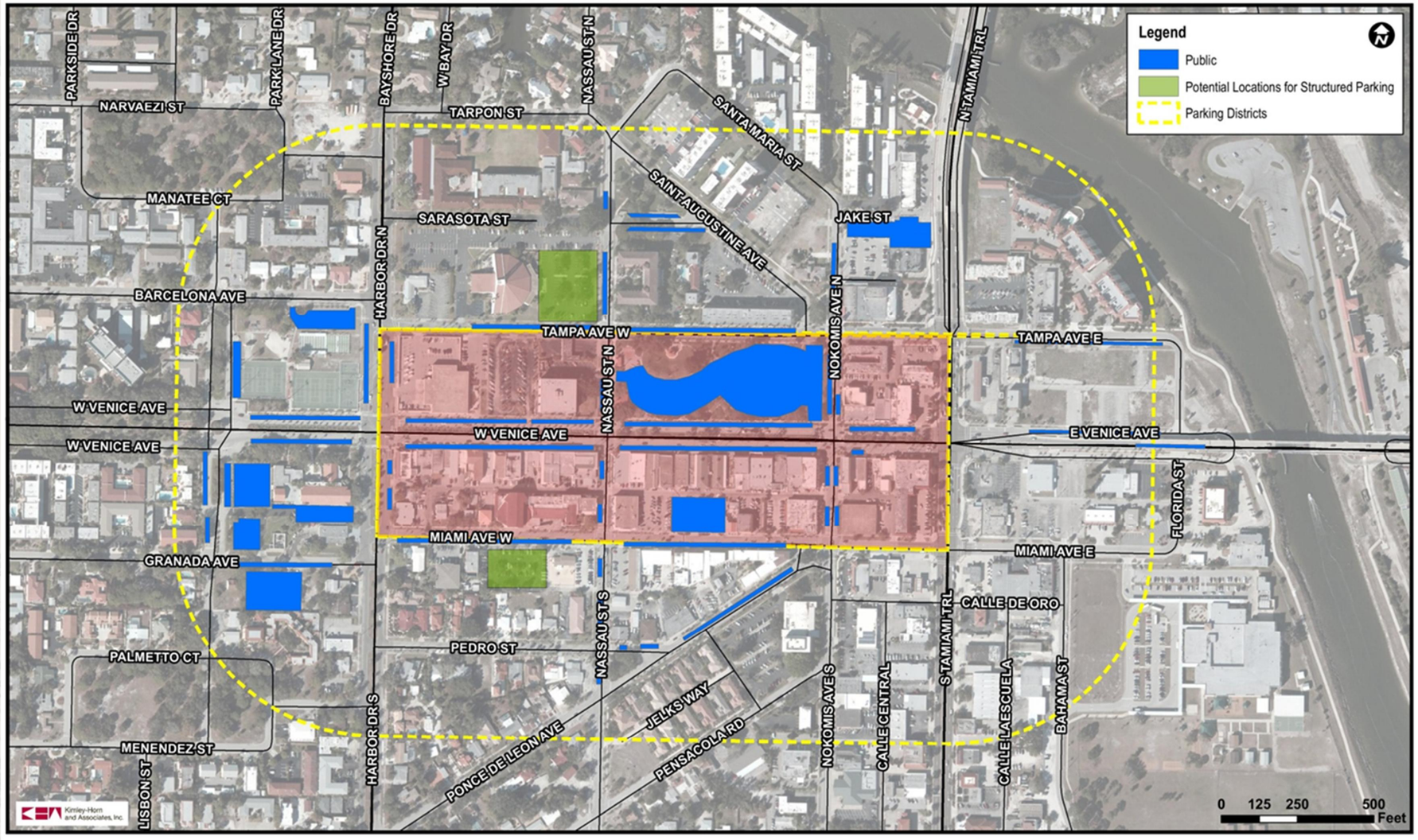
While adequate capacity may exist just outside the downtown core, there are many reasons from an urban design and good "city-building" perspective that structured parking should be considered in the downtown core. These reasons include:

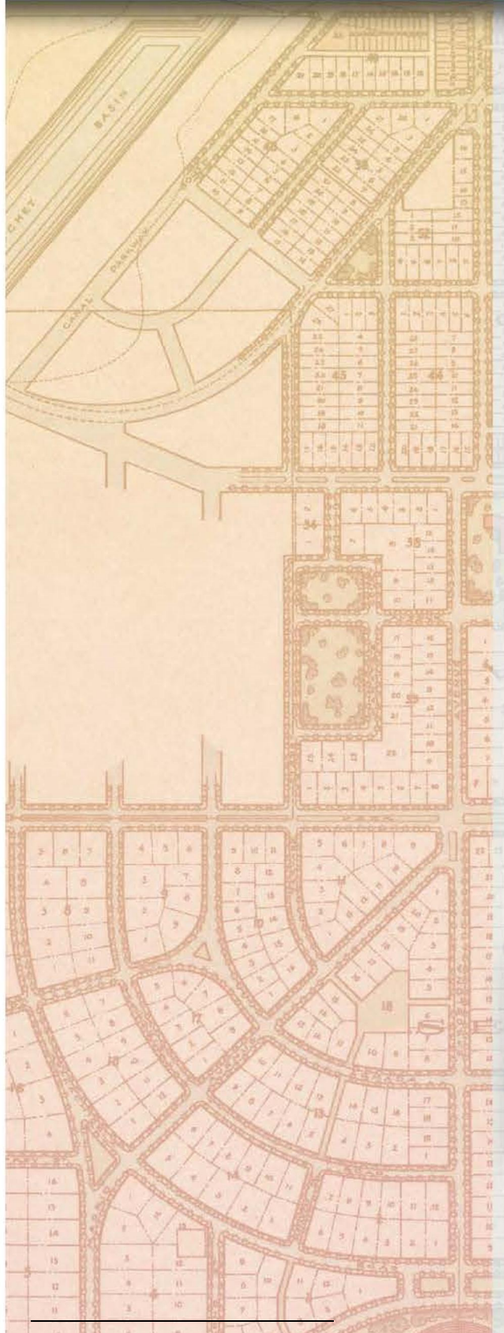
- Structured parking with liner retail is much more supportive of downtown vitality than surface parking. Additionally, it creates a more interesting, vital pedestrian environment which is critical for healthy mixed-use downtowns.
- Structured parking can be provided in a substantially more compact footprint, thereby allowing for more private development/redevelopment. This in turn creates a broadened tax base and the potential for additional complementary land uses.
- Large expanses of surface parking, in addition to being unattractive and inefficient from a land use perspective, discourage pedestrians from walking. Many urban design studies have shown pedestrians will stop walking and turn around if there are no interesting land uses in a block.
- A more compact footprint for parking allows more spaces in closer proximity to the downtown core, which better supports development and redevelopment.
- Structured parking can provide a large volume of covered spaces, thereby providing weather protection from Florida heat and frequent rain events.

Venice's population is among the oldest demographically in the United States. Closer parking in a more compact footprint provides better, closer access to downtown destinations, which is appropriate for this demographic.

Many examples exist of commercial and residential developments that choose to provide structured parking in lieu of all surface parking for the reasons listed above. It is not uncommon for suburban office buildings, multi-family projects, and even some suburban malls to provide structured parking as an amenity for their users and visitors. In downtown Venice, based upon a visual survey and feedback from City staff of property adjacent to the downtown core, it appears that several locations exist which could provide structured parking consistent with the above reasons and support a healthy downtown for many years in the future. Potential locations identified for structured parking facilities were around the Epiphany Cathedral and First Baptist Church properties just outside the downtown core. Figure 15 provides an overview of the existing publically owned parking locations with the proposed structured parking locations identified by the City.

Figure 15: Potential Structured Parking Locations





Off-site Parking/Shuttle Service/Valet

It is also suggested that the City consider developing a special event parking plan with shuttles that can accommodate occasional peak periods and overflow parking needs. Currently, there appears to be available parking capacity east of Tamiami Trail. However, few people choose to walk the extra distance across Tamiami Trail.

A Park & Ride shuttle that provides continuous service around special events may be helpful to accommodate people parking east of Tamiami Trail. Therefore, it is suggested to negotiate temporary parking agreements with these private lots located on either side of the Venice Avenue bridge between Tamiami Trail and the Intercoastal Waterway. The Venice Train Depot and Legacy Park located just east of the Waterway may be an alternative overflow parking site, or a combination of both locations if needed. The parking shuttle could serve both parking lots simultaneously, and then drop off visitors in a centralized location.

Unlike regular parking management or transit service planning, parking and shuttle services for special events present a unique challenge because they are typically non-recurring events without a predictable demand. Supplemental service is provided in addition to normal transit and normal parking services. Cooperative planning during periods of increased demand provides a unique opportunity for innovative practices that can improve the performance of the overall transportation system through more efficient utilization of available roadway service capacity and parking.[3]

The intention of a "park and ride" shuttle lot is to provide visitors an option to easily park at the outskirts of downtown, and then take a convenient shuttle from the parking lot into the downtown core, to the special event or other Venice amenities. The shuttle could be served by several types of different vehicles, from electric vehicles with a six person capacity to larger shuttle vans with up to 20 person capacity. The important factor is that the shuttle vehicles are convenient with short waiting times between the next vehicles. Below are examples of vehicles typically used in other communities, similar to Venice for the use of shuttle residents and visitors between destinations.

Potential remote parking locations in Venice are located within a short distance from the special event locations in the downtown core. They were identified due to the potential ability to provide a cooperative arrangement with the City for this type of use. Both public and privately maintained locations were identified. Three of the four locations were identified on the Venice Island just east of Business US 41 and are located close enough to Downtown where visitors could also walk to the event, in addition to using a parking shuttle. A couple of the lots identified are located only about 1/8 of a mile from the entrance to Centennial Park. The potential special event or remote parking lots are:

- Masonic Lodge parking lot(s) located between Venice Avenue and Miami Avenue
- Venice Elementary School
- Private Lots located between Venice Avenue and Tampa Avenue
- Legacy Park (temporary overflow)

Valet Service

Implementation of a public valet parking service in the downtown core for people that prefer not to walk to their parking space could also be incorporated. Valet parking service provides spot-access to the visitor without the vehicle owner needing to walk to their car. Valet service also reduces the amount of parking demand located at the destination access point. This valet stand should be located in a central location of high demand for high visibility.

One potential location for a valet stand may be near the intersection of Venice Avenue & Nassau Street. The Epiphany Cathedral parking lot may potentially serve as the holding area for valet cars. Otherwise, a valet stand located near the intersection Venice Avenue & Nokomis Avenue may be feasible, and the holding area for valet cars would be the parking lot within the SunTrust Bank building. If a structured parking facility is constructed in near downtown this could be another option for storing valeted cars.

Electronic Parking Guidance/Mobile Parking Applications

The integration of electronic or dynamic messaging signs or the development of a mobile application could be used to direct visitors within the downtown. These types of technologies are used within communities as a way to direct and provide visitor's information for navigating through detours due to special events or construction, as well as directions as to where available parking can be found. This signs provide real-time space availability and direction from main access roads. The technology aims to reduce traffic congestion and vehicle-generated pollution as motorists spend less time circling, looking for a vacant parking space.

[3] Special Event Transportation Service Planning and Operations Strategies for Transit, Project #BD549-09 FINAL REPORT, Prepared by the National Center for Transit Research (NCTR), Center for Urban Transportation Research, University of South Florida, 2006.

Model - Shared Use Agreement for Parking Facilities

This Shared Use Agreement for Parking Facilities, entered into this ____ day of _____, _____, between _____, hereinafter called lessor and _____, hereinafter called lessee. In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of _____, County of _____ and State of _____, hereinafter called the facilities, described as: [Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ____ day of _____, _____, and ending at 11:59 PM on the ____ day of _____, _____, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the _____ day of each month [or other payment arrangements].]

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

-SAMPLE CLAUSE-[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]

2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.

-SAMPLE CLAUSE-[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]

3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.

-SAMPLE CLAUSE-[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]

8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

-SAMPLE CLAUSE-[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]

10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

-NO SAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

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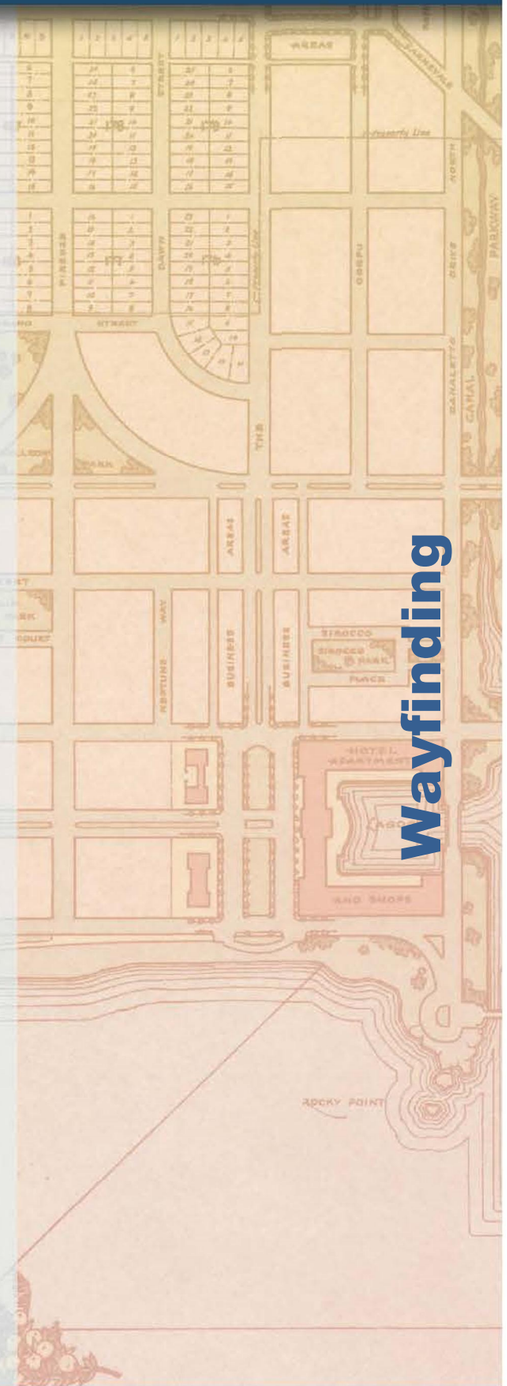

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Introduction

Wayfinding Signage is signage that communicates information, aiding travelers in navigating around a community to local amenities and specific points of interest. The City of Venice is a unique destination for both residents and visitors wishing to experience a piece of the Gulf Coast of Florida. Beautiful beaches, historic neighborhoods, and an active downtown are just a few attractors that draw people to this coastal community.

Currently, the City of Venice has a variety of wayfinding signage in place, used to direct visitors to specific points of interest around the City. However, the existing wayfinding signage within the City is not easily visible, not uniform in its' design, and not up to design standards set by the Manual on Uniform Traffic Control Devices (MUTCD) or the Florida Administrative Code (F.A.C).

A well-developed wayfinding system enhances a visitors experience to the City and answers the common questions asked by visitors and seasonal residents:

- Where am I?
- How do I get to….?
- Where do I park?
- Where can I eat and shop?
- What is close by?

Objective

The objective of this section of the Mobility Plan is to outline consistent signage criteria and graphic standards, and identify sign placement locations and phasing to support the City's mobility objectives and the navigation between specified destinations around the City. With a unified and comprehensive wayfinding system in place, visitors to the City can navigate between destinations by car, on foot, and by bike with ease. This wayfinding plan is developed around;

- Identifying clearly defined primary routes and entrance points to key areas of the downtown
- Enabling users in locating public parking adjacent to or in proximity of their intended destination, and
- Creating a hierarchy of directional information signage

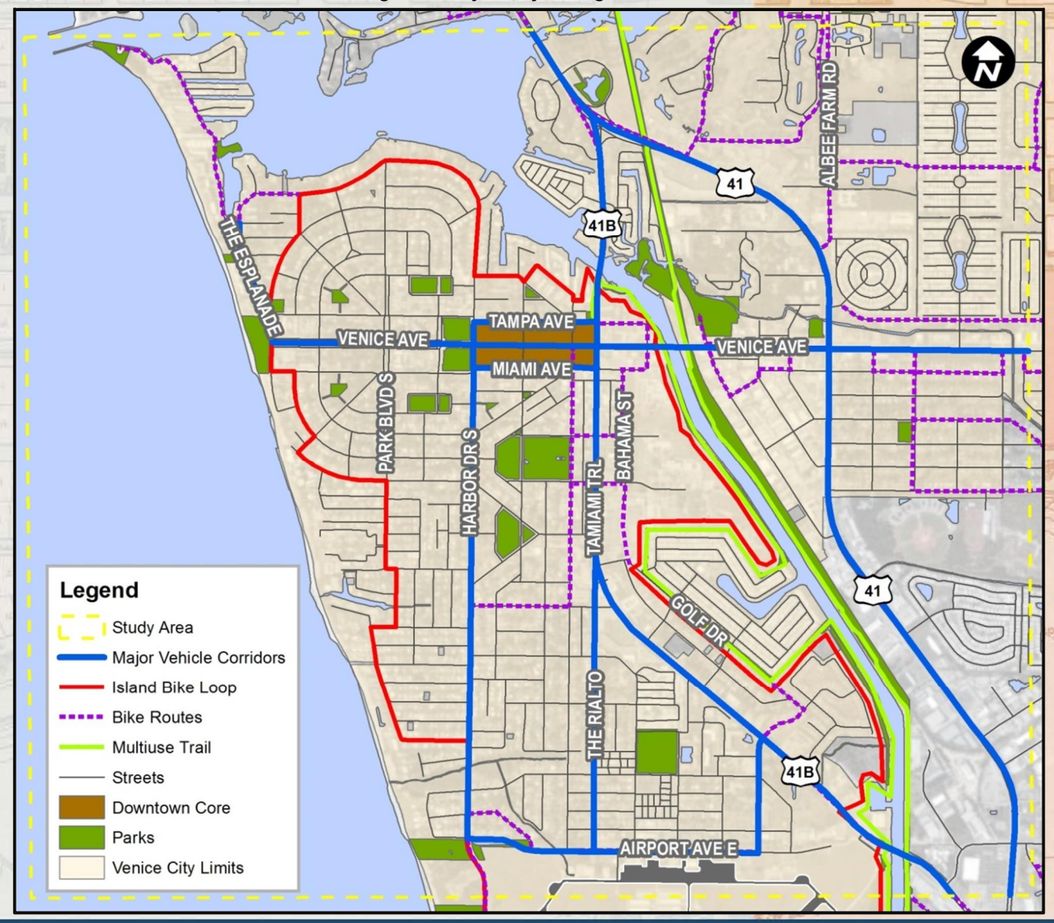
The City of Venice Economic Development Board (EDB) recommended the approval of $100,000 to go towards to construction of the first phase of the wayfinding signage plan. At the August 27, 2013 City Council meeting Phase 1 of the Wayfinding Plan was approved to move forward into the bidding process.

Existing Conditions

As part of the data collection phase of this project a windshield survey of the existing signage within the study area was performed. The locations of the exiting signs were evaluated and destinations identified on the signs were recorded.

Before developing the initial concepts and themes for the wayfinding signage an outline of the types of signs needed was developed. To develop the list of sign types the project team assessed the existing roadways and corridors within the study area and identified the major routes taken by each mode. Figure 1 illustrates the main corridors that were identified for driving, biking and walking within the City. The downtown core area would contain signage focused towards directing pedestrians and bicyclist to areas of interest within close proximity to downtown, as the bike and vehicle corridors would contain information directing travelers to destinations throughout the City.

Figure 1: Major Wayfinding Corridors



Types of Wayfinding Signage

Once the major corridors within the City were identified and the wayfinding standards and regulations were reviewed a draft list of recommended sign types to be included within the City of Venice's family of signs was developed. When developing the family of signs the objective of establishing a consistent theme that would carry through each sign type was important to make the signs easily recognized and better direct visitors to their desired locations.

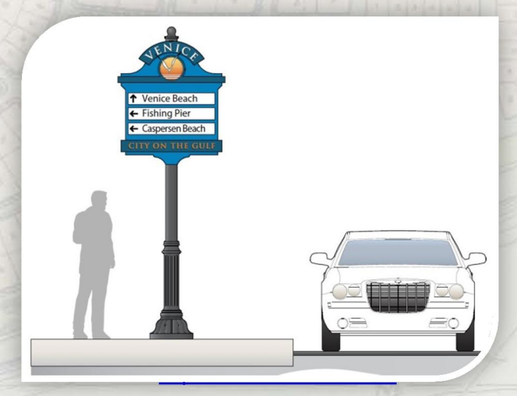
The City of Venice's wayfinding signage is meant to provide visitors guidance and information to key locations within the city's downtown while making a visual statement about the community, essentially creating a brand for Venice. Additionally, during the development of the design concepts cost and maintenance of the signs was taken in to consideration to be cost-effective for construction and long term maintenance of the signs.

The following sign types were recommended to be included in the wayfinding family of signs, descriptions of each follow.

- Vehicle-oriented directional signage
- Parking directional signage
- Pole-mounted banners
- Pedestrian oriented directional signage
- Trail signage

Vehicle-Oriented Directional Signage

Vehicular-oriented directional signs should be placed in areas that strategically target persons driving around in the City. Placing these signs in central medians or in tree buffers on the side of streets is a convenient location for motorists to see the directional information without being distracted from the road. Vehicular-oriented directional signage is much larger than other types of wayfinding signage so drivers can easily read the signage without jeopardizing the safety of others on the road. These signs will be placed with enough distance before motorists need to make actions in order to get to their destination so they will have ample time to change lanes. This type of wayfinding signage is also important because it will be seen by anyone who drives through the City of Venice and will enhance the brand of the city. All vehicular wayfinding signs will be uniform in their design to display the image of the city and advertise key destinations for motorists.



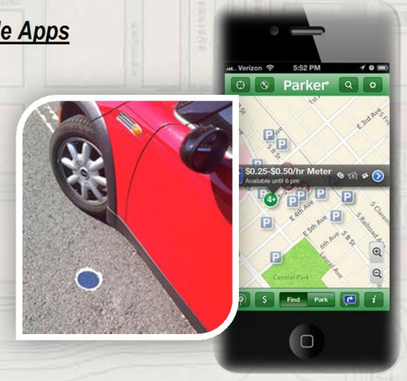
Parking Directional Signage

Public Parking is a vital amenity for people coming to visit the City of Venice, thus, it is an important destination to have on wayfinding signs throughout the City. Parking signage will be placed prior to reaching the lot so motorists have an ample amount of time to get in the appropriate lane to access the lot. The parking signage will be uniform so visitors can easily recognize when public parking opportunities are approaching. Currently the city has parking signage but it is inconsistent with the design of the proposed signage so these signs will need to be replaced to stay uniform with all other signage. This will help those unfamiliar with the area better connect all of the wayfinding signage and the brand of the City.

One of the main concerns in the City of Venice, specifically the Downtown corridor, is the availability of public parking. While during certain parts of the day there is limited parking within one block of the central downtown area there is additional parking options outside of the one to two block radius, though they would require a little longer of a walk. These parking signs would be used to inform and help direct drivers to the other parking locations

Future Considerations – Dynamic Parking Signs and Mobile Apps

Many cities, to assist drivers in finding available parking locations are turning to the use of mobile technology and dynamic signage. These types of methods update automatically to inform drivers where available parking is located in real-time, through the use of in-ground sensors placed at the entrances/exits of parking lots and in each on-street parking space (example shown to right).



"Smart-parking technology for on-street spaces is expensive, and still in its early stages. The largest examples are pilot projects with costs covered primarily by grants from the federal Department of Transportation.

In San Francisco, the SFpark pilot project uses sensors from StreetSmart Technology for 7,000 of the city's 28,000 meters. In Los Angeles, LA Express Park has installed sensors from Streetline for 6,000 parking spots on downtown streets."[1]

For examples and additional information: http://sfpark.org/

[1] *Article appeared in print on December 23, 2012, BU4 of the New York edition with the headline: The Learning Curve Of Smart Parking.*

Post-Mounted Banner

Post-mounted banner signage allows the City of Venice to highlight certain areas such as downtown, as well as special events such as holiday parades. This is another opportunity for the City to show a uniform image that they want visitors to associate the City with. It is important that the banners be placed relatively close together so they don't look solitary and their message comes across strong. Having specific banners in areas such as downtown can let visitors know when they are in the downtown area as well as when they have left that area and entered a new part of the City. The same can be done at Venetia Park and the Cultural Campus.

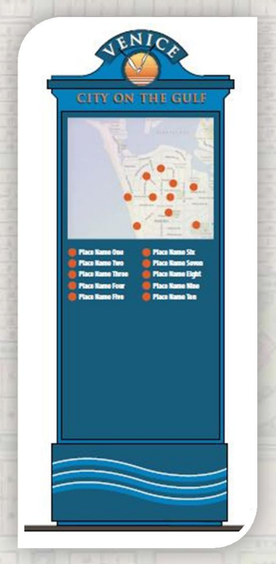
Shown to the right is an example of an existing City of Venice banner sign. It is recommended that city banner signs be implemented in Downtown Venice on Venice Avenue, Tampa Avenue, and Miami Avenue. Banner signs can be easily changed to help promote different events in Venice as well add a festive touch during holidays. They are a versatile and cost effect way to unify the City through wayfinding.

Pedestrian-Oriented Directional Signage

To better utilize existing infrastructure, pedestrian directional signage will be placed on select light poles throughout the downtown area. This allows pedestrians to have directional signage without using stand-alone signs. By mounting the pedestrian oriented signage on existing light poles it also provides added visibility to the signs after-hours without having to install additional lighting. These signs will be high enough on the light poles to not affect walkers but low enough so they can be easily read.

Pedestrian Kiosk

The purpose of a directory map kiosk is to help visitors orient themselves when in highly active areas of the City and assist them in planning out their pathway for their visit. These will be located on sidewalks along major roadways primarily in the downtown area since that is the location many visitors will begin their trip. There are three types of directory map kiosks we are recommending: post-mounted, wall-mounted, and monument. The kiosks will provide more detail for pedestrian travelers than the pedestrian directional signage so these will be more helpful for those visitors that have never been to the City before and are looking for different places and activities to visit.



Pedestrian kiosks are small, separated wayfinding signage that will allow people to see where they are currently located in the downtown area. There will be a visible "you are here" symbol on the map so visitors can conceptualize where they need to go to get to another location.

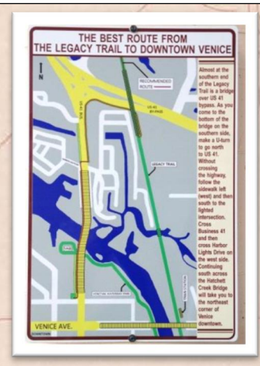
Trail Markers and Signage

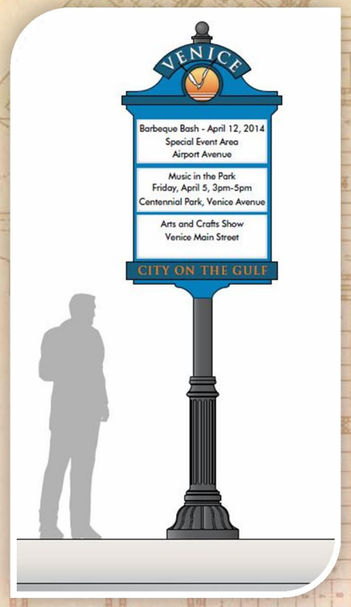
The City of Venice is a designated as a *Bicycle Friendly Community* and is visited by many for its recreational amenities. The City's existing walking and biking routes interconnect throughout the city, some even providing access to Legacy Trail, a regionally recognized multiuse corridor. This makes it especially important to have recreational/trail signage throughout the area. Recreational/trail signage calls out key destinations along with how far that destination is from that location. These signs are much smaller than vehicular-oriented directional signage so motorist will not get distracted with this signage. These signs should be placed on roads with designated bicycle lanes as well as along existing trails in the City.

The purpose of trail markers and signs is not only for the use of locating specific destinations, but also for directing users to the safer routes, and providing them reference points if a user needs to notify others of their location. An example of a reference marker for notifying police of a location is shown to the right. Safety should not be compromised for efficiency. Signage is useful in getting people off high volume, high risk routes and directing them toward more safe, pedestrian/bicycle focused paths. The examples shown are of proposed and existing trail signs and markers.

Existing trail marker used to assist trail users with reporting an emergency while on the trail.

Existing map of recommended routes to take to access downtown from Legacy Trail.



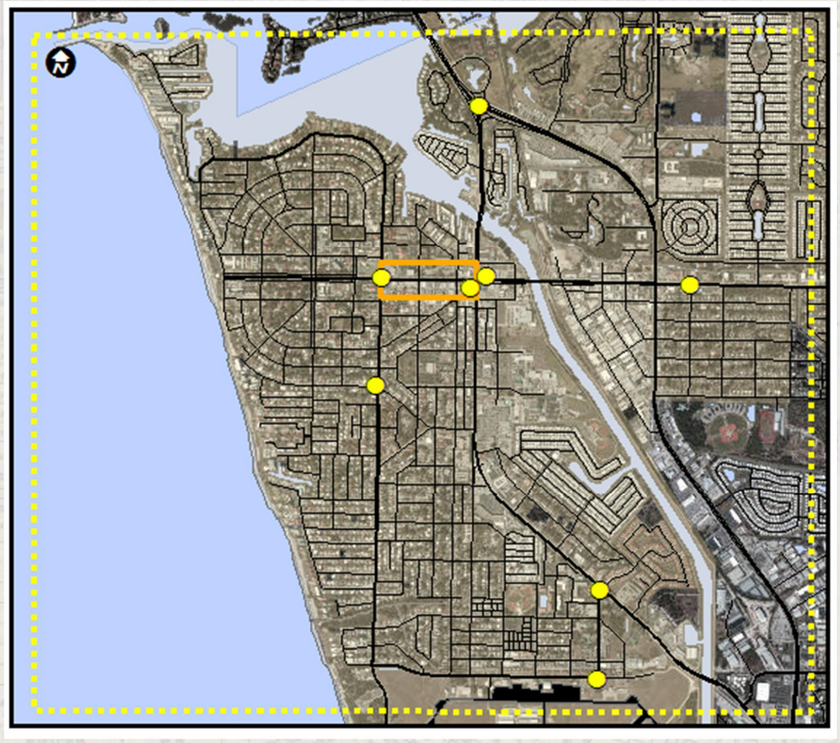


Event Signage

The development of a wayfinding sign concept to advertise local City events was requested by City staff to be included as part of the family of signs. The purpose of the event sign is to notify residents and visitors of upcoming events, as well as the events location.

It was suggested by City staff and approved by Council that the locations of the event signs be placed in the permitted temporary sign locations designated by the City. Figure 2 provides a map of the approved permitted temporary sign locations that the event signs could eventually be installed.

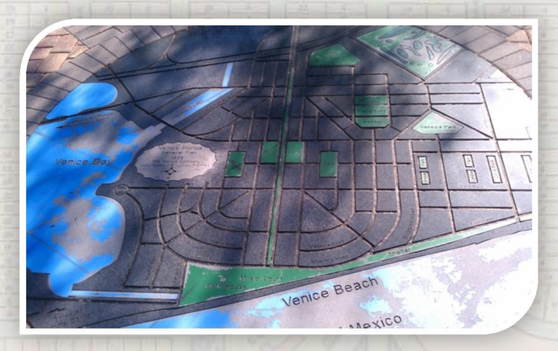
Figure 2: City Permitted Temporary Sign Locations



Future Considerations – In-Ground Wayfinding

In-ground wayfinding can be used in concurrence with other wayfinding signage as an additional pedestrian scale form of directional signage. This type of signage can easily be implemented along any public right-of-way with little impact on existing infrastructure. This type of wayfinding can vary in size and purpose depending on its location. They can consist of a whole map of the city or downtown area or simply provide a list of attractions with arrows pointing to the direction in which to travel. The City currently has an in-ground map within downtown that could be updated to show additional points of interest and recommended routes to specific destinations (shown below).

Figure 3: Existing In-ground Wayfinding Sign



Other examples of in-ground wayfinding designs and material types that could be implemented within the City are shown below.

Mosaic/Tile Inlay - Oakland, CA

This type of wayfinding focuses on allowing the culture of an area to shine, while still providing useful wayfinding information. A set of several different wayfinding mosaics were commissioned and created in Oakland, California in 2011. These mosaics were created by incorporating imagery designed to celebrate the unique features of each of the neighborhoods in which they were installed. These mosaics could incorporate Venetian elements and features that make Venice unique and make up the City's identity.

Adhesive – Spokane, WA

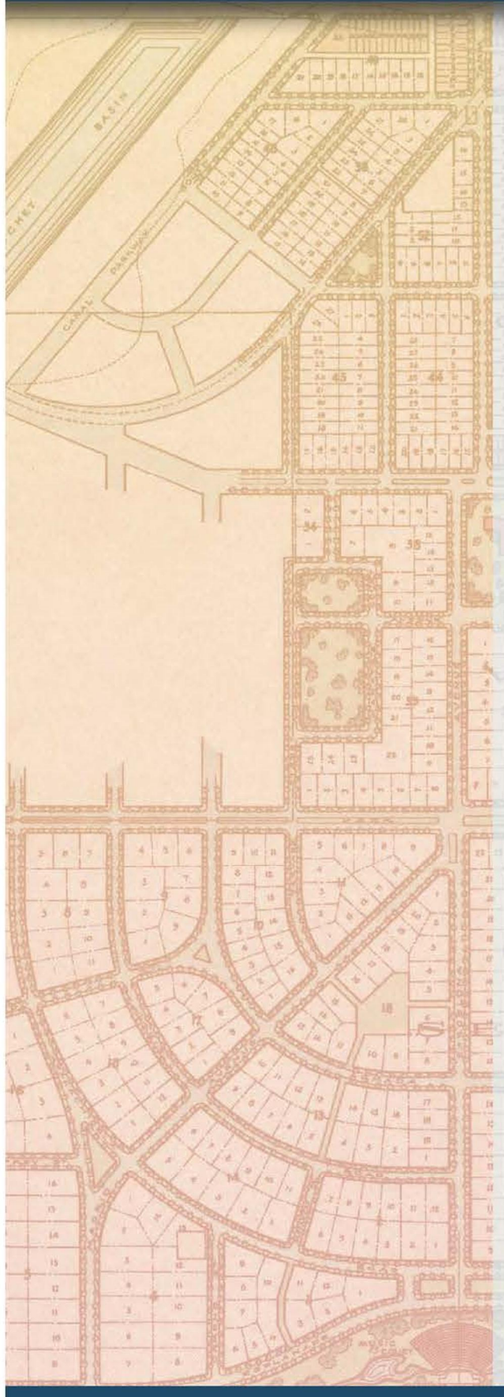
An adhesive type, ground wayfinding sign as shown to the right, from Spokane, WA can be placed on many different types of surfaces, including concrete sidewalks, brick pavers, and tile. The life span of these signs is short – only lasting a year or two, but this allows for easy updating in the case of a dynamic or often changing downtown. This type of signage also allows for a direct media connection, as a media tags or QR codes can be included as part of the design. This tag can link to city route maps, an event calendar, or City homepage.

Stone or Bronze Plates – Oregon

Slate or bronze plate can also be used in ground wayfinding. Oregon City, Oregon utilizes the slate option. This option gives basic wayfinding information, along with arrows pointing in the correct direction. This type could work with the City of Venice, especially if the arrows were modeled after sharks teeth, which would help incorporate the City's specific identity of being known as the shark's tooth capital of the world.

Pole-Base Directions – Vienna, Austria

Another example of how ground wayfinding can be implemented using existing infrastructure is through the addition of directional information installed around the base of an existing pole. This could also offer North, South, East, and West directional information to help people orient themselves before they begin their trip to the points of interest. The example to the left is from Vienna, Austria.



Wayfinding Standards and Regulations

During the development of the initial wayfinding concepts the standards and regulations associated with sign placement and design were reviewed. Within the study area the proposed sign placement locations fall into one of three right-of-way jurisdictions: Florida Department of Transportation (FDOT) right-of-way, county right-of-way (Sarasota), or city right-of-way (Venice). For each jurisdiction specific standards must be followed. The following is an overview of the specific regulations taken into consideration when developing the wayfinding design and phasing plan. Full versions of the summarized referenced codes are available in the Appendix of this plan under *Wayfinding*.

Florida Department of Transportation Right-of-Way

Signs proposed for installation within FDOT right-of-way must follow the standards outlined in both the Manual on Uniform Traffic Control Devices (MUTCD) and the Florida Administrative Code (F.A.C). The following is an overview of the specific design requirements, restrictions, and standards outlined within the MUTCD and F.A.C.

Color Restrictions

The standard colors of red, orange, yellow, purple, or the fluorescent versions of thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning signs. *(MUTCD Section 2D.50.18 and FAC Chapter 14-51)*

Acceptable Fonts

According to the Florida Administrative Code, all lettering used on community wayfinding guide signs on the state highway system shall be highway gothic fonts or other FHWA approved fonts. A lettering style other than the Standards Alphabets provided in the Standard Highway Signs and Markings book may be used on community wayfinding guide signs if an engineering study submitted by the local government and approved by the Department determines that the legibility and recognition values for the chosen lettering style meet or exceed the values for the Standard Alphabets for the same legend height and stroke width. All lettering for destinations on the wayfinding guide signs shall be a combination of lower-case letters with initial upper-case letter with a maximum of four destinations shown on each community wayfinding guide sign. All other word messages on community wayfinding guide signs shall be in all upper-case letters.

Placement

The placement of a wayfinding guide sign designed to direct vehicle traffic shall be limited to non-limited access facilities. Signs are not allowed within the right of way of limited access facilities, including ramps and frontage roads and shall not be mounted overhead.

Signs designed to direct pedestrians and non-motorized modes, per F.A.C 14-51.53 shall be placed to not create confusion with vehicular traffic, this can be minimized by employing one or a combination of the following methods:

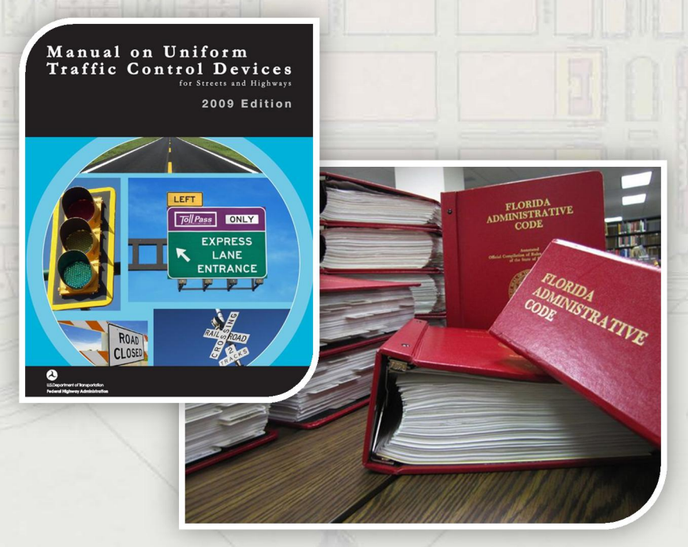
- Locating signs away from intersections where high-priority traffic control devices are present.
- Facing the pedestrian message toward the sidewalk and away from the street.
- Cantilevering the sign over the sidewalk if the pedestrian wayfinding sign is mounted at a height consistent with vehicular traffic signs, removing the pedestrian wayfinding signs from the line of sight in a sequence of vehicular signs.
- During nighttime conditions, pedestrian wayfinding signs shall not be retroreflective.

Sarasota County Right-of-Way

Signs proposed for installation within the County of Sarasota right-of-way must follow the standards outlined in the County's Land Development Code as specified in Section VII.

City of Venice Right-of-Way

Signs proposed for installation within City of Venice right-of-way must follow the standards outlined in Chapter 86 of the Land Development Code (LDC).



Proposed Wayfinding Plan

This section of the wayfinding plan outlines the recommended, signage types, suggested locations to be installed, and phasing schedule for wayfinding within the City of Venice. The needs and locations of key destinations within the City were taken into consideration as part of the development of this plan and the recommended phasing schedule will be illustrated in a series of maps and tables.

Identifying Points of Interest

The City of Venice has an abundant number of unique destinations within the City, each having a specific draw or interest appealing to different groups of residents and visitors. Before specific locations could be identified to include on the new wayfinding signage a list of the high priority locations and destinations the signs would be directing visitors to needed to be developed. In order for a location in the City of Venice to be considered for inclusion as part of the wayfinding signage plan, they must meet at minimum one of the following criteria:

- The attraction must be accessible and open to the public.
- The attraction must fit within one of the four (4) categories; recreational, government facility, cultural, community.
- An attraction must only use one name or brand to identify themselves on a wayfinding sign.
- The attraction must have the potential to attract visitors or tourists.
- Parks and outdoor public spaces will be considered an attraction if they offer recreational, historical or cultural opportunities for visitors.

Note: It is not guaranteed that locations that meet these criteria will be included in the wayfinding signage.

To aid in the prioritization of the extensive list of destinations, each destination was grouped into one of the following categories:

- Recreational Attractions or Amenities
- Government Facilities
- Cultural Attractions
- Community

Examples of the types of locations that would qualify under each of the above categories are provided on the following pages.

Recreational Attractions or Amenities: Recreational activities are a common pastime for visitors and residents in Venice. Recreational attractions are identified by providing one or more of the following opportunities and amenities:

- Beach Access
- Trail Access
- Picnic Areas/Grills
- Shelter/Benches
- Restrooms
- Play areas
- Sports Facilities
- Park/Jetty
- Golf course

Government Facilities: Government facilities in Venice include governing institutions at state and municipal levels. These facilities are governing departments that deal with a variety of topics.

- City Hall
- Post Office
- Fire Department
- Library
- Hospital
- Public Parking
- Police station

Cultural Attractions: The City of Venice has a variety of locations which offer cultural experiences. In order for a location to be considered a cultural attraction it must offer one or more of the following features:

- Support learning opportunities
- Showcase historical material
- Showcase archeological material
- Support creative expression

Community: Community amenities are privately owned but provide public services that contribute to the economic balance of the community, such as eating establishments, lodging, and shops. Unlike the other categories those destinations that fall within this category will only be listed on the wayfinding sign under one of the following titles:

- Venice Theatre
- Shopping
- Restaurants
- Lodging
- Airport

Wayfinding Phasing Plan

Following the development and approval of the wayfinding concepts and draft list of destinations within the City, maps were developed to illustrate the proposed locations for the wayfinding signs to be installed. When locations were identified a phasing plan was created for the implementation and installation of the signs.

At the August 27, 2013 City Council meeting Phase 1 of the Wayfinding Plan was approved to move forward into the bidding process.

Phasing

The phasing of the wayfinding signs are organized into four Tiers. Tier 1 sign locations are highest priority locations. It is recommended that the signs for Tier 1 locations be installed first. Once all Tier 1 signs have been installed Tier 2 sign locations should be installed, followed by Tier 3. Tier 4 locations are considered 'alternative' locations. An alternative location can be used if the placement of any of the above Tier locations is found to be not desirable.

A breakdown of the four tiers is provided to the right. Within each Tier (phase) the same symbology is used to indicate the sign type recommended for the location indicated on the maps.

Tier 1
- Vehicle Directional Sign
- Kiosk
- Mounted Pedestrian Sign

Tier 2
- Vehicle Directional Sign
- Kiosk
- Mounted Pedestrian Sign

Tier 3
- Vehicle Directional Sign
- Kiosk
- Mounted Pedestrian Sign

Tier 4
- Vehicle Directional Sign
- Kiosk
- Mounted Pedestrian Sign

Figure 4: Downtown and North Study Area

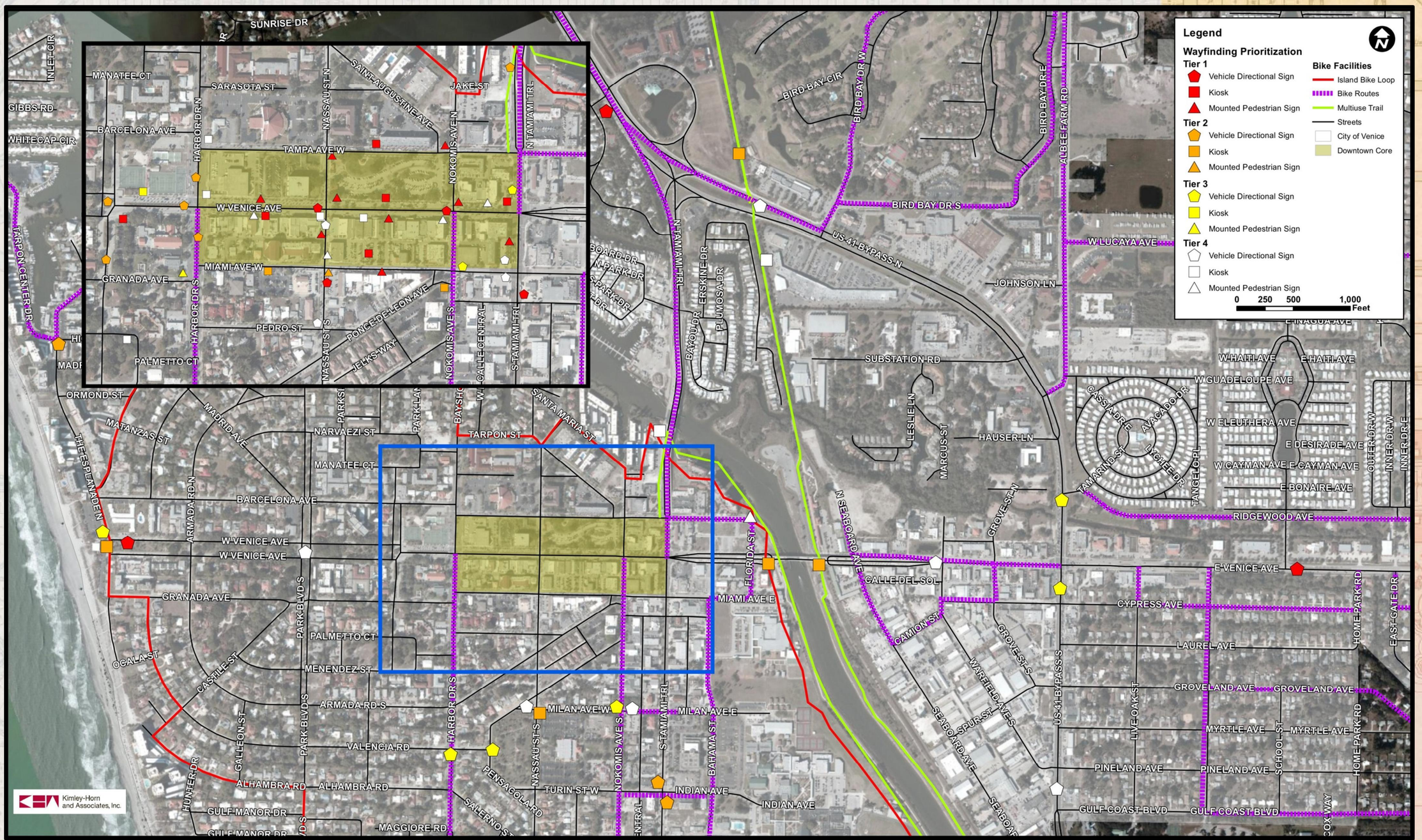


Figure 5: South Study Area

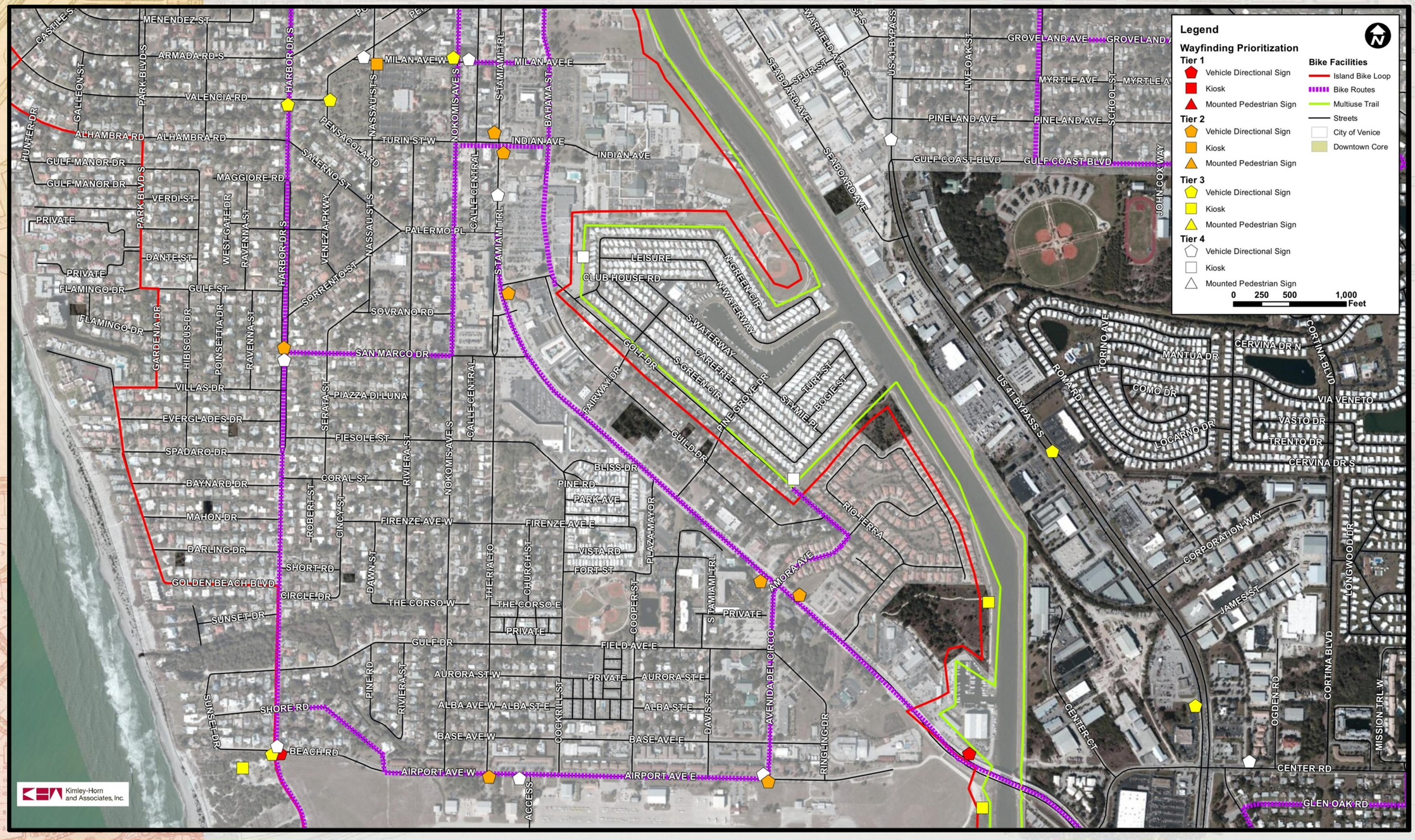


Table of Contents

TCEA/TCMA Feasibility Assessment

Introduction

This section of the plan outlines the evaluation of the City's existing transportation concurrency procedures and provides an outline of options and action items the City can take moving forward to manage multimodal transportation related capacity and infrastructure improvements.

As part of the evaluation of the City's existing CMS procedures the project team met with City staff and local stakeholders from the County to develop alternative approaches to financing needed capital improvement projects. The following is a summary of the information collected along with an outline of the suggested alternative approaches the City can take to address the fiscal needs associated with maintaining a sufficient multimodal system.

History of Transportation Concurrency

Concurrency was developed as a growth management initiative as part of the 1985 Growth Management Act intended to ensure that the necessary public facilities and services were available, concurrent with the impacts of development. Public facilities include transportation, public schools, sanitary sewer, solid waste, drainage, potable water, parks and recreational facilities and services.

Transportation Concurrency was enacted with the intent of ensuring that adequate roadway capacity would be in place to accommodate the demand created by new development. Local governments were also required to evaluate transportation concurrency against planned capacity in a five-year schedule of capital improvements, which had to also reflect the local MPO's transportation improvement program (in urbanized areas). Additionally, communities had to demonstrate that the necessary facilities would be available and adequate to address the impacts of the development within three years of issuing the building permit or its functional equivalent. In many urban areas throughout Florida, concurrency had the unintended consequence of limiting growth and encouraging sprawl by forcing development to suburban and rural areas where capacity was either available or it could be added cheaply. Starting in 2005, the Florida Legislature began to change transportation concurrency to address the negative effects its implementation was causing in urban areas. The Legislature introduced proportionate share and the idea of backlog beginning in 2007. In 2009 the legislature exempted dense urban areas from concurrency. The 2011 legislative session brought about the dismantling of the Department of Community Affairs and the elimination of state mandated concurrency. Sanitary sewer, solid waste, drainage, and potable water were left as the only public facilities and services subject to concurrency requirements on a statewide basis, and local governments were provided the option to extend concurrency to the additional public facilities.

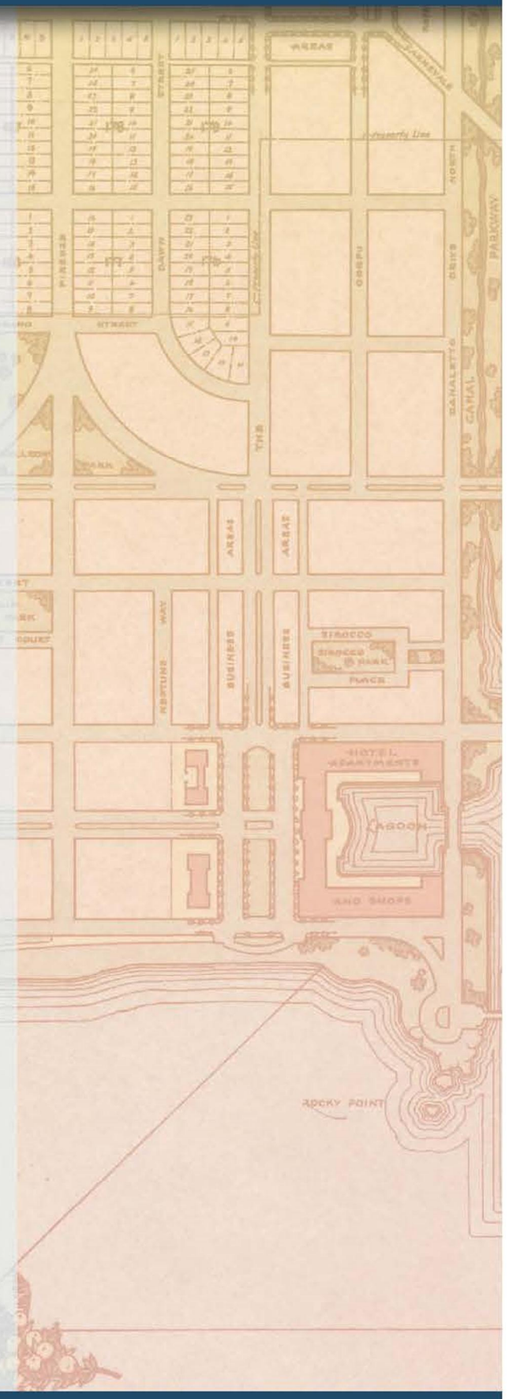
Transportation Concurrency Now

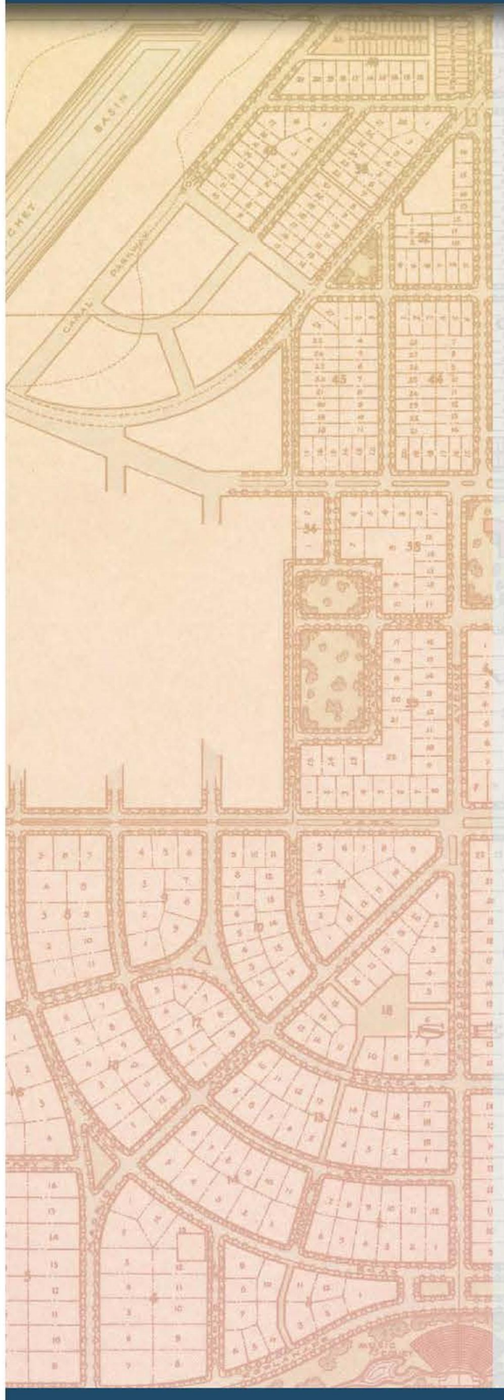
Currently, the City of Venice has a concurrency management system (CMS) in place that includes transportation facilities. The CMS is described within the City's Comprehensive Plan and the City's Land Development Code, Chapter 94. The code defines the standards of what the City constitutes an adequate level of service to be maintained for the transportation system along with the required process for obtaining a certificate of concurrency for a proposed development. A certificate of concurrency is a certificate issued by the city when approval of an application for a development permit is found to not result in the reduction of level of service standards below the minimums, set forth in the city comprehensive plan for public facilities and services.

The 2013 Legislative Session brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative concurrency systems. House Bill 319, passed by the Florida Legislature in 2013 and signed into law by Governor Rick Scott, established Mobility Plans and associated Mobility Fees as the preferred alternative concurrency system by which local governments can allow development consistent with an adopted Comprehensive Plan to equitably mitigate its transportation impact. Mobility Plans are intended to serve as a blueprint for how a community intends to provide mobility for its residents, visitors and businesses and to allow for new development and redevelopment to equitably and predictably mitigate for its transportation impact. The intent of the Mobility Fee is to combine transportation concurrency, proportionate share and impact fees into a simplified one-time payment by which developments can mitigate their impact to the transportation system based upon the projects and mobility strategies established in an adopted Mobility Plan.

Mobility Approach Consistency Assessment

Currently, the City of Venice has a concurrency management system (CMS) in place that includes transportation facilities. The CMS is described within the City's Comprehensive Plan and the City's Land Development Code Chapter 94. The codes define what constitutes an adequate level of service for the transportation system with procedures in determining the impacts and service needs to determine if the new development exceed existing capacity and scheduled improvements for that period. In conjunction with a full review of the City's current Comprehensive Plan and Land Development Code regulations related to the existing transportation concurrency procedures the City has in place the project team met with City staff and local stakeholders from the County to develop alternative approaches to financing needed capital improvement projects associated with multimodal improvements. The following is a summary of the information collected along with an outline of the suggested alternative approaches the City can take to address the fiscal needs associated with maintaining a sufficient multimodal system.





Stakeholder Meetings

The project team met with City staff, including the Finance Director, City Manager, and City Attorney in August 2013. The discussions included an overview of transportation concurrency, transportation impact fees, and extraordinary fees (special mitigation fees). The focus then turned to how these could be used as funding mechanisms for the transportation needs of the City, and specifically the multimodal needs (pedestrian, bicycle, transit, automobile).

Because transportation impact fees can only be used for capacity enhancing improvements and cannot be used for non-automobile related improvements (pedestrian, bicycle, transit), a mobility fee option (which can fund these types of improvements) was discussed in depth. In addition, with the recent legislation (HB 7207 – Community Planning Act), transportation concurrency improvements required by development have been significantly reduced, which means that alternative funding mechanisms (such as mobility fees) are becoming increasingly critical.

The City of Sarasota is in the process of developing a Mobility Plan and Mobility Fee for the City. It is anticipated that the City will have details of the draft plan and fee in late 2014.

Sarasota County, with which the City of Venice has an agreement with for its Transportation Impact Fees, is currently exploring a Mobility Plan and Mobility Fee as well. Discussions have been held between the City and County (in March 2014) in regards to possibly establishing a similar agreement as it relates to what the County develops in regards to their Mobility Fee. This option could include the elimination of transportation concurrency as it currently exists in the City of Venice.

Comprehensive Plan Review

The ultimate mobility approach should be consistent with other aspects of the City's comprehensive plan and regional (MPO) plans; therefore, the Project Team has identified various items for consistency with the desired mobility approach, including:

- application of transportation concurrency,
- level of service standards by mode,
- funding strategies and the
- MPO planning process.

As part of the initial data collection and review process the City of Venice's Comprehensive Plan was reviewed to identify Goals, Objectives, and Policy's (GOP) related to the existing transportation concurrency procedures to identify potential changes that would be required to be made if alternative approaches to addressing infrastructure improvements are taken. Changes proposed to be made to the City's comprehensive plan would be required to be processed under the expedited state review process in s. 163.3184(3).

Transportation Infrastructure and Service Standards

The main Goal of the City of Venice's Transportation Infrastructure and Service Standards Element is to "provide a safe, convenient, efficient and environmentally sensitive intermodal transportation system which meets the needs of current and future generations". Within this element of the comprehensive plan the City outlines specific objectives associated with; transportation and development coordination, service standards, transportation system operations, airport operations and facilities, and regional coordination. The following is a summary of the GOP's within this element that influences the existing transportation concurrency procedures. If changes to the exiting concurrency procedures, related to transportation and multimodal planning, are desired adjustments to this element would need to be made.

GOPs Related to Transportation Concurrency

Objective 1 - Transportation and Development Coordination. Coordinate transportation facility and infrastructure needs with development demands to minimize the negative impacts from existing or proposed roadways within existing neighborhoods and natural environment.

Policy 1.1 - Adequate Public Facility and Development Coordination. Ensure the analysis of future roadway impacts of new developments. Some of the issues to be considered are:

A. Minimizing or mitigating impacts of proposed developments on roadway LOS standards.
B. Minimizing or mitigating impacts on specific roadway segments or intersections.
C. Accessibility between and within development areas, such as; activity centers/intermodal hubs and neighborhoods.
D. Safety issues (motorists, pedestrians, bikers, and other system users).

Policy 1.2 - Developer Contributions. Utilize developer agreements to ensure private developers pay for the impacts caused to the City's transportation infrastructure system. Agreements shall be utilized to acquire, expand, and maintain existing and new transportation facilities including:

A. Pedestrian and biking facilities (e.g. bike racks).
B. Street lighting.
C. Right-of-way needs.
D. Roadways and bridges.
E. Intersection or roadway improvements.
F. Traffic signal improvements.
G. Contribution to roadway needs.
H. Bus shelters.
I. Alternative transportation modes (trolley, water taxi, etc.).

Policy 1.3 - Infill and Redevelopment Considerations. Utilize the development order process to ensure that transportation concerns are addressed for all infill and redevelopment projects including:

A. Impacts on existing road systems.
B. Need for new transportation infrastructure including new streets, sidewalks, landscaping, bike lanes, parking, and bus shelters.

Objective 2 - Service Standards. Provide a safe, effective, environmentally sensitive, financially sound, and integrated multi-modal transportation system.

Policy 2.1 - Level of Service Standards. Adopt and maintain a Level of Service (LOS) standard of "C" peak hour volume for all roadways within the City, based on the 100th hourly volumes design, except:

A. The same operating LOS standards as adopted by the Florida Department of Transportation in their most recent Quality/Level of Service Handbook shall be adopted for all State-maintained roadways within the City of Venice. All County maintained arterial or collector roadways designated as either constrained or backlogged facilities shall have an adopted LOS determined by the Sarasota County Public Works Business Center and listed in the Sarasota County Comprehensive Plan, Chapter 6: Transportation.
B. The review and approval of development orders shall ensure that such approval will not degrade the LOS of those constrained and backlogged roadways that are currently operating at a LOS "D", "E" or "F".

For those roadways experiencing a LOS "D", "E" or "F" on the effective date of the Comprehensive Plan, degradation of LOS shall be determined by specific operating thresholds, such as an average travel speed or volume/capacity ratios which will be adopted by 2012 as part of the City's Concurrency Management System regulations.

C. Requests for development orders on deficient roadways (those operating below LOS "C" shall be reviewed to ensure that approval will not be issued which would degrade the existing LOS on these roadways.Policy 2.2 - Funding Transportation Improvements. In instances where roadways have been identified as necessary to maintain adopted level of service standards, no new development may take place until the necessary funding has been programmed through the adopted CIP, private financing, or independent special-purpose units of government including Community Development District programs.

Policy 2.3 - Concurrency Management System. Utilize the Concurrency Management System regulations for all required development orders.

Policy 2.4 - Transportation Concurrency Planning Areas Study. By 2012, the City of Venice will define strategies to implement the Transportation Concurrency Exception Area Transportation Concurrency Exception Area as it relates to Senate Bill 360. This study will address the development of a comprehensive transportation system that provides a variety of multimodal alternatives including:

A. Extensive sidewalks and bike lanes that connect the downtown area to surrounding activity centers, intermodal hubs, and neighborhoods.
B. Interconnected urban trail that links to the Sarasota County Regional Trail System.
C. Transit routes and stations that are coordinated through the Sarasota County Area Transit (SCAT) system.
D. Mixed-use infill and redevelopment strategies that include residential, commercial, recreational, and civic components.

Policy 3.8 - Proportionate Share Contributions. The Capital Improvements Element shall be reviewed annually and updated as necessary to reflect proportionate share contributions.

Policy 3.9 - Transportation Capital Improvements. The City is responsible for ensuring the financial feasibility of all transportation projects identified in the adopted Capital Improvements Element.

Objective 5 - Regional Coordination. The City shall continue to coordinate with intergovernmental partners in the development, maintenance, and delivery of a multi-modal transportation system that meets the needs of the Greater Venice Area and Southern Sarasota County Region.

Policy 5.1 - Regional Transportation Planning. The City shall coordinate with transportation partners including Sarasota County, MPO, Southwest Florida Regional Planning Council (SWFRPC), and FDOT to promote:

A. Funding for roadway improvements listed in the 2030 Long Range Transportation Plan (LRTP) and FDOT District 1 Five-Year Work Program.
B. Infrastructure capital improvement and impact fee expenditures within extra jurisdictional planning areas are coordinated with Sarasota County.
C. Establishment of developer agreements requiring development to address impacts on all roadways including Sarasota County and FDOT facilities.
D. Implementation of the transportation standards of the adopted Joint Planning Agreement and /Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

Capital Improvement Element

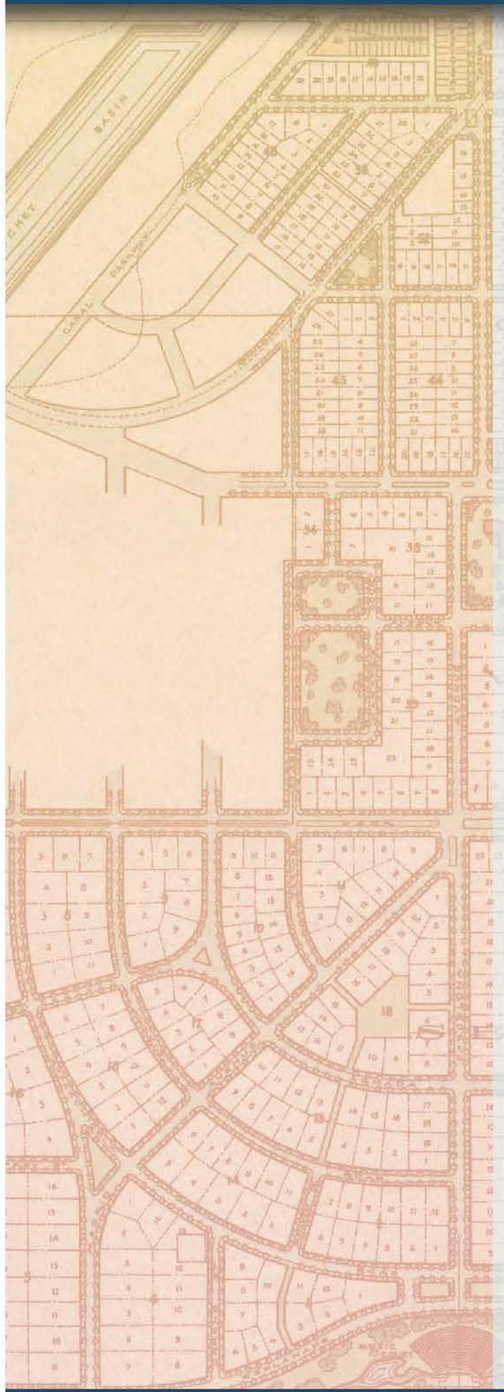
The main Goal of the City of Venice's Capital Improvement Element (CIE) is to "provide for the financial needs of a highly effective organization". Within this element of the comprehensive plan the City outlines specific growth management objectives associated with; infrastructure service standards, identified service areas, fiscal planning strategies, and a schedule of improvements. The following is a summary of the GOP's within the CIE that influence the existing transportation concurrency procedures. If changes to the exiting concurrency procedures, related to transportation and multimodal planning, are desired adjustments to this element would need to be made.

GOPs Related to Transportation Concurrency

Policy 1.2 - Private Development Contributions. Each development project will bear the proportional cost of providing services and public infrastructure systems necessitated by the development. Such costs include but are not limited to:

B. Transportation network such as roads, urban trails, transit facilities, sidewalks, bike-pedestrian facilities and shelters, and streetscape systems.

Policy 1.3 Established Funding Sources. No new development may proceed that would impact the adopted level of service until the necessary funding has been programmed through the CIS, private financing, public-private development agreements, or independent special-purpose units of government.



Policy 1.4 Developer Agreements. Utilize developer agreements to ensure private developers pay for impacts caused to the City's public service and infrastructure systems. Agreements shall be utilized to finance, develop, acquire, construct, expand, and maintain existing and new facilities and services including:

E. Transportation infrastructure and service systems for biking, walking, mass transit, and driving.

Objective 2 - Service Standards Implementation. Provide a safe, effective, environmentally sensitive, and financially sound public service and infrastructure system by ensuring:

B. Future development pays a proportionate share of the costs of capital facility capacity needed for future development needs and LOS standards.

Policy 2.1 - Level of Service Standards. Implement the following Level of Service Standards established within the comprehensive plan:

H. Roadways. Achieve transportation standards established within the Transportation and Infrastructure Service Standards Element.

Policy 2.2 - Concurrency Management LOS Evaluations. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances, to ensure all proposed developments meet adopted level of service standards prior to the issuance of a development order or certificate of concurrency in accordance with Section 163.3180(2)(a), (b), and (c), F.S.

Policy 2.3 - Concurrency Management Outcomes. If the adopted LOS standards are not achieved, the City shall take one of the following actions:

A. Develop a proportionate fair share agreement, or other mechanism to create to additional capacity.
B. Limit development in the affected area until the capacity is available.
C. Deny additional development permits.

Policy 2.4 - Level of Service Fiscal Planning. In instances where new public services and infrastructure systems have been identified as necessary to maintain the City's LOS standards, no new development may be permitted until such time that a Proportionate Fair-Share Agreement is executed as required by the Proportionate Fair-Share Ordinance or the necessary improvements are programmed as part of the CIS.

A. Basic improvements necessary to meet existing demand and needs of the City's public service and infrastructure system may be constructed as part of the City's CIS.

Policy 2.6 - Concurrency. The City shall continue to utilize the Concurrency Management System as provided within the City of Venice Code of Ordinances to ensure the requirements for concurrency are met for parks and recreation facilities, transportation facilities and school facilities.

Policy 3.8 - Proportionate Fair Share. All developments that lack the necessary capacity to satisfy the City's Concurrency Management System, including applicable services, infrastructure, and facilities maintained by other government entities, must adhere to the City's Proportionate Fair Share Program.

Policy 3.10 - Programmed Transportation Improvements. During the City's annual updates of the CIS, the City shall amend Map TRANS-1, Future Traffic Circulation Plan, of the Transportation Infrastructure & Service Standards Element as necessary. The updates shall include publicly programmed and privately planned needed roadways and reflect proportionate fair share contributions.

Policy 4.2 - Impact Fees Reviews. Continually review the City's impact fees, or similar mechanisms, to ensure new development pays a proportionate share of the capital facility and capacity improvements costs needed to address the demands generated by new development.

Objective 6 - Capital Improvement Schedule and Maintenance Partnerships. The City shall continue to coordinate with intergovernmental partners entities including Sarasota County, State of Florida, and United States Federal Government in the financing and maintenance of the City's public service and infrastructure systems.

Policy 6.1 - Impact Fee Coordination. The city shall continue to annually coordinate with Sarasota County on the collection of impact fees to finance capital improvements with the Venice area. Such improvements may include transportation, parks, libraries, and other public facilities.

Policy 6.4 Coordinated Infrastructure and Facility Capital Improvements. The City shall coordinate development, expansion, maintenance, and financial feasibility of public services and infrastructure systems with local, regional, state, and federal partner agencies. Such efforts, as appropriate, shall include:

F. Transportation systems including roadways, urban trails, bikeways, sidewalks, waterways, and transit resources.

Policy 7.2 JPA/ILSBA Planning Area Concurrency Reviews. Within the JPA/ILSBA Planning Areas the City and County, will coordinate concurrency reviews based on the local comprehensive plans, land development regulations, and other methodologies to ensure impacts of mutual concern related to public facilities and financial feasibility.

Land Development Code Review

As part of the initial data collection and review process the City of Venice's Land Development Code was reviewed to identify codes related to the existing transportation concurrency procedures to identify potential changes that would be required to be made if alternative approaches to addressing infrastructure improvements are taken.

Sec. 94-34. Concurrency evaluation

Each lead agency shall review the application for a certificate of concurrency as stated in subsections (1), (2) and (3) of this section, using the criteria and methodology set forth in methodology for calculating projected demand for certificates of concurrency, referred to in section 94-32, and shall submit to the concurrency management officer a concurrency evaluation report based on its findings.

(2) *Transportation.* The evaluation for a certificate of concurrency shall compare the existing level of service standards for roads to the level of service standards established by the comprehensive plan for the impacted roads. The levels of service shall be based upon existing roads, including any proposed improvements to those roads meeting the minimum requirements for concurrency set forth in section 94-35.

In order to obtain a certificate of concurrency, it must be established that level of service standards can be met for all public facilities and services according to one of the following conditions:

(3) Transportation facilities.

a. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction;

b. A development order or permit is issued subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the city's adopted five-year schedule of capital improvements or the applicable adopted state department of transportation five-year work program;

c. At the time a development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or

d. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to F.S. § 163.3220, or an agreement or development order issued pursuant to F.S. ch. 380, to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.

Sec. 94-40. Purpose and intent.

The purpose of this article is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors, to be known as the proportionate fair-share program, as required by and in a manner consistent with F.S. § 163.3180(16).

Sec. 94-41. Findings.

City council finds and determines that transportation capacity is a commodity that has value to both the public and private sectors and that the city proportionate fair-share program:

1) Provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;
2) Allows developers to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their proportionate fair share of the cost of a transportation facility;
3) Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive facilities planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion;
4) Maximizes the use of public funds for adequate transportation facilities to serve future growth, and may, in certain circumstances, allow the city to expedite transportation improvements by supplementing funds currently allocated for transportation improvements in the capital improvements element;
5) Is consistent with F.S. § 163.3180(16) and the comprehensive plan.

Sec. 94-42. Applicability.

The proportionate fair-share program shall apply to all developments that impact roadway systems by degrading the roadway below the established level of service as part of the overall concurrency management system, including transportation facilities maintained by the state department of transportation (FDOT) or another jurisdiction that are relied upon for concurrency determinations. The proportionate fair-share program does not apply to developments of regional impact (DRI) using proportionate fair share, exceptions and de minimis impacts under F.S. § 163.3180(12), or developments exempted from this chapter.

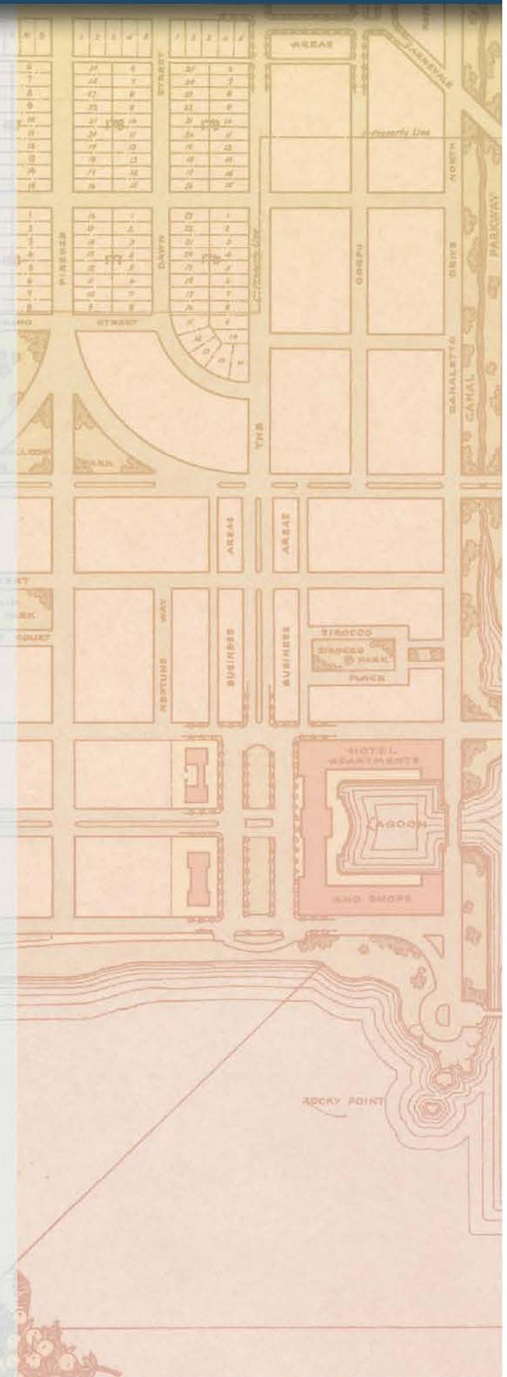
Sec. 94-43. Definition.

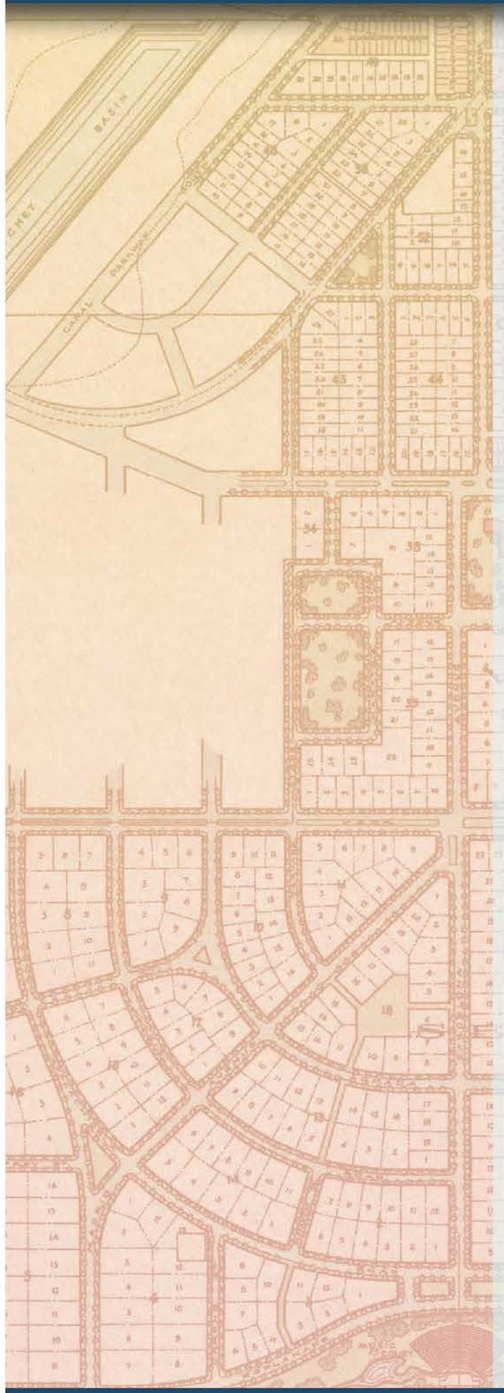
Concurrency means "transportation facilities needed to serve new development shall be in place or under actual construction within three years after the local government approves a building permit or its functional equivalent that results in traffic generation" (F.S. § 163.3180(2)(c)).

Sec. 94-44. General requirements.

(a) An applicant may choose to satisfy the transportation concurrency requirements of the city by making a proportionate fair-share contribution, pursuant to the following requirement:

1) The five-year schedule of capital improvements in the city capital improvements element (CIE).
2) Long term schedule of capital improvements not listed within the five-year schedule of the CIE.





(b) The city may choose to allow an applicant to satisfy transportation concurrency through the proportionate fair-share program by contributing to an improvement that, upon completion, will mitigate additional traffic generated by the proposed development but is not contained in the five-year schedule of capital improvements in the CIE where one of the following apply:

1) The city adopts by resolution a commitment to add the improvement to the five-year schedule of capital improvements in the CIE no later than the next regularly scheduled update. To qualify for consideration under this section, the proposed improvement must be reviewed by city council, and determined to be financially feasible pursuant to F.S. § 163.3180(16)(b)1, consistent with the comprehensive plan, and in compliance with the provisions of this article. Financial feasibility for this section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed ten years to fully mitigate impacts on the transportation facilities.
2) If the funds allocated for the five-year schedule of capital improvements in the city CIE are insufficient to fully fund construction of a transportation improvement required by the concurrency management system, the city may still enter into a binding proportionate fair-share agreement with the applicant authorizing construction of that amount of development on which the proportionate fair share is calculated if the proportionate fair-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. To qualify for consideration under this section, the proposed improvements must be contained in an adopted short- or long-range plan or program of the city, the county, Sarasota/Manatee Metropolitan Planning Organization (MPO), FDOT and/or Sarasota County Area Transit. Proposed improvements not reflected in an adopted plan or improvement program but that would significantly reduce access problems and congestion or trips on a major road corridor, such as new roads, service roads, or improved network development and connectivity, may be considered at the discretion of the city. The improvement or improvements funded by the proportionate fair-share component must be adopted into the five-year capital improvements schedule of the comprehensive plan at the next annual capital improvements element update.

(c) Any improvement project proposed to meet the developer's fair-share obligation must meet the design standards for city roadways, design standards for county roadways and FDOT design standards for the state highway system.

Sec. 94-45. Intergovernmental coordination.

Pursuant to policies in the intergovernmental coordination element of the city comprehensive plan and applicable policies in MPO long range transportation plan, the city shall coordinate with affected jurisdictions, including the county and FDOT, regarding mitigation to impacted facilities not under the jurisdiction of the local government receiving the application for proportionate fair-share mitigation.

Sec. 94-46. Application process.

a) Upon notification of a lack of capacity to satisfy transportation concurrency, the applicant shall also be notified in writing of the opportunity to satisfy transportation concurrency through the proportionate fair-share program pursuant to the requirements of this article.
b) Prior to submitting an application for a proportionate fair-share agreement, a pre-application meeting shall be held to discuss eligibility, application submittal requirements, potential mitigation options, and related issues. If the impacted facility is on the strategic intermodal system (SIS), then FDOT will be notified and invited to participate in the pre-application meeting.
c) Eligible applicants shall submit an application to the city that includes an application fee listed in the schedule of fees within the land development code established by resolution. The application information shall include the following:

1) Name, address, and phone number of owner(s), developer and agent;
2) Property location, including parcel identification numbers;
3) Legal description and survey of property;
4) Project description, including type, intensity, and amount of development;
5) Phasing schedule, if applicable;
6) Description of requested proportionate fair-share mitigation method(s); and
7) Copy of concurrency application.

d) The concurrency management officer shall review the application and certify that the application is sufficient and complete. If an application is determined to be insufficient, incomplete, or inconsistent with the general requirements of the proportionate fair-share program as indicated in section 94-44, then the applicant will be notified in writing of the reasons for such deficiencies. If the applicant does not remedy such deficiencies within 30 days of receipt of the written notification, then the application will be deemed abandoned.
e) Pursuant to F.S. § 163.3180(16)(e), proposed proportionate fair-share mitigation for development impacts to facilities on the strategic intermodal system requires the concurrence of FDOT. The applicant shall submit evidence of an agreement between the applicant and FDOT for inclusion in the proportionate fair-share agreement.
f) When an application is deemed sufficient, complete, and eligible, the applicant shall be advised in writing and a proposed proportionate fair-share obligation and binding agreement will be prepared by the city and delivered to the appropriate parties for review, including a copy to FDOT for any proposed proportionate fair- share mitigation on a strategic intermodal system (SIS) facility, no later than 60 days from the date at which the applicant received the notification of a sufficient application and when the agreement will be considered.
g) The city shall notify the applicant regarding the date of the city council meeting when the agreement will be considered for final approval. No proportionate fair-share agreement will be effective until approved by city council.

Sec. 94-47. Determining proportionate fair-share obligation.

(a) Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.

(b) A development shall not be required to pay more than its proportionate fair share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.

(c) The methodology used to calculate an applicant's proportionate fair-share obligation shall be as provided for in F.S. § 163.3180(12), as follows:

The cumulative number of trips from the proposed development expected to reach roadways during peak hours from the complete buildout of a stage or phase being approved, divided by the change in the peak hour maximum service volume (MSV) of roadways resulting from construction of an improvement necessary to maintain the adopted level of service, multiplied by the construction cost, at the time of developer payment, of the improvement necessary to maintain the adopted level of service.

Proportionate fair-share = (development trips) / (SV increase) × cost where:

Development trips = those trips from the stage or phase of development under review that are assigned to the impacted roadway segment to be improved and for which the proportionate fair-share payment is being made;

SV increase = service volume increase provided by the eligible improvement to the impacted roadway segment;

Cost = the cost of the improvement for which the proportionate fair-share payment is being made. Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, inspection, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

(d) For the purposes of determining proportionate fair-share obligations, the city shall determine improvement costs based upon the actual cost of the improvement as obtained from the capital improvements element, the MPO transportation improvement program, or the FDOT work program and as updated by the city engineering department estimated engineering cost.

Sec. 94-48. Impact fee credit for proportionate fair-share mitigation.

Proportionate fair-share mitigation shall be applied as a credit against impact fees. Impact fee credit shall be determined by the county as per the interlocal agreement.

Sec. 94-49. Proportionate fair-share agreements.

(a) Upon execution of a proportionate fair-share agreement, the applicant shall receive a city certificate of concurrency approval. Should the applicant fail to apply for a development permit within 12 months or timeframe provided in the city's concurrency management system of the execution of the agreement, then the agreement shall be considered null and void, and the applicant shall be required to reapply.

(b) Payment of the proportionate fair-share contribution is due at the signing of the agreement and nonrefundable.

(c) All developer improvements required in the agreement must be completed prior to issuance of a building permit, or as otherwise established in a binding agreement that is accompanied by a security instrument that is sufficient to ensure the completion of all required improvements. It is the intent of this section that any required improvements be completed before issuance of a certificate of occupancy.

(d) Any requested change to a development project subsequent to a development order may be subject to additional proportionate fair-share contributions to the extent the change would generate additional traffic that would require mitigation.

(e) Applicants may submit a letter to withdraw from the proportionate fair-share agreement at any time prior to the execution of the agreement. The application fee and any associated advertising costs to the city will be nonrefundable.

(f) The city may enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants on improvements to a shared transportation facility.

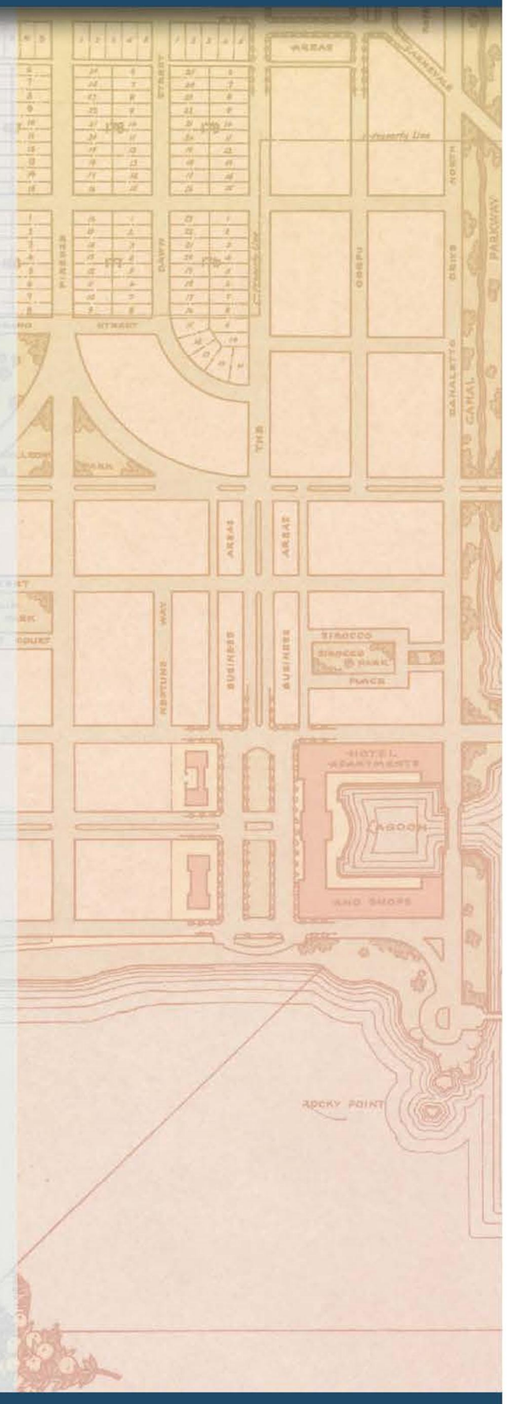
Sec. 94-50. Appropriation of fair-share revenues.

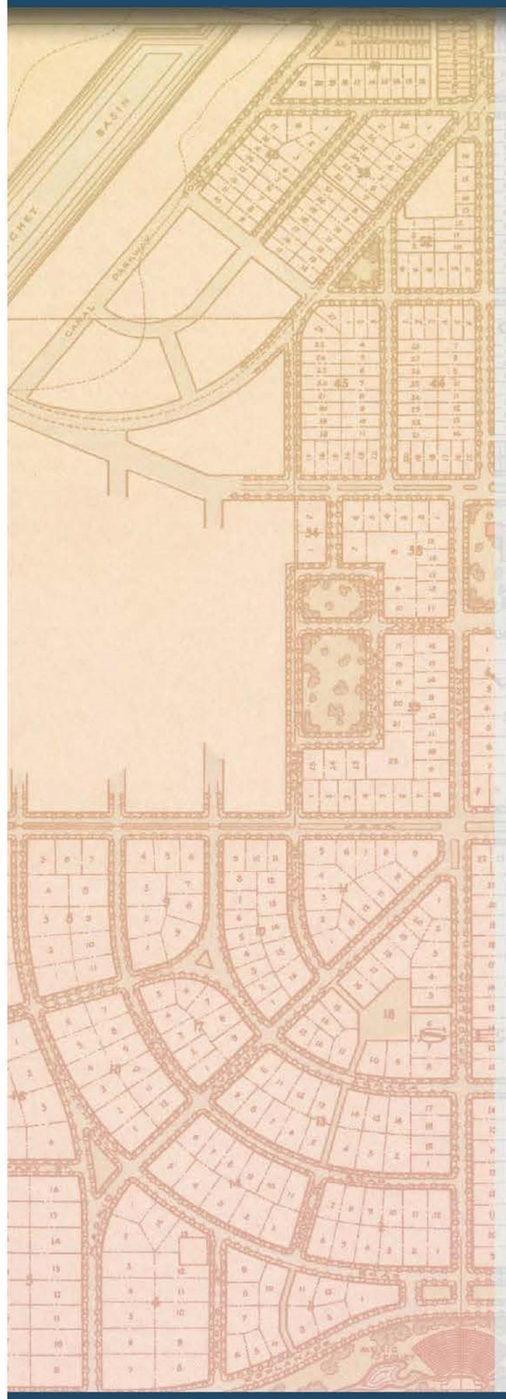
(a) Proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in the city capital improvements element, or as otherwise established in the terms of the proportionate fair-share agreement. At the discretion of the city, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project from which the proportionate fair-share revenues were derived. Proportionate fair-share revenues may also be used as a match for an FDOT funding program.

(b) In the event a scheduled facility improvement is removed from the capital improvement program, then the revenues collected for its construction may be applied toward the construction of another improvement within that same corridor or sector that would mitigate the impacts of development pursuant to the requirements of section 94-44(2)(b). Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in F.S. § 339.155, then the city may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under an FDOT funding program. Such coordination shall be ratified by the city through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.

Sec. 94-51. Cross-jurisdictional impacts.

(a) In the interest of intergovernmental coordination and to reflect the shared responsibilities for managing development and concurrency, the city may enter into an agreement with one or more adjacent local governments to address cross-jurisdictional impacts of development on regional transportation facilities. The agreement shall provide for application of the methodology in this section to address the cross-jurisdictional transportation impacts of development.





(b) A development application submitted to the city subject to a transportation concurrency determination meeting all of the following criteria shall be subject to this section:

1) The transportation determination will be based on the traffic analysis report identifying the area which is under the jurisdiction, for transportation concurrency, of an adjacent local government;
2) Using its own concurrency analysis procedures, the city concludes that the additional traffic from the proposed development would use five percent or more of the adopted peak hour level of service maximum service volume of a regional transportation facility within the concurrency jurisdiction of the adjacent local government ("impacted regional facility"); and
3) The impacted regional facility is projected to be operating below the level of service standard, adopted by the adjacent local government, when the traffic from the proposed development is included.

(c) Upon identification of an impacted regional facility pursuant to subsection (b)(1) through (b)(3), the city shall notify the applicant and the affected adjacent local government in writing of the opportunity to derive an additional proportionate fair-share contribution, based on the projected impacts of the proposed development on the impacted adjacent facility.

(1) The adjacent local government shall have up to 45 days in which to notify the city of a proposed specific proportionate fair-share obligation, and the intended use of the funds when received. The adjacent local government must provide reasonable justification that both the amount of the payment and its intended use comply with the requirements of F.S. § 163.3180(16). Should the adjacent local government decline proportionate fair-share mitigation under this section, then the provisions of this section would not apply and the applicant would be subject only to the proportionate fair-share requirements of the city.

(2) If the subject application is subsequently approved by the city, the approval shall include a condition that the applicant provides, prior to the issuance of any building permit covered by that application, evidence that the proportionate fair-share obligation to the adjacent local government has been satisfied. The city shall require the adjacent local government to declare, in a resolution, ordinance, or equivalent document, its intent for the use of the proportionate fair-share funds to be paid by the applicant.

Sec. 94-52. Proportionate share program for special districts.

If the city creates transportation concurrency exception areas (TCEAs), transportation concurrency management areas (TCMAs) or multi-modal transportation districts (MMTDs), the city shall utilize the proportionate fair-share program within that district.

Transportation Concurrency and Impact Fees/Mobility Fees Proposed Options

The following options were assessed in response to the recent Legislative changes to concurrency requirements related to transportation. After review, the City has opted to support Option 6 and work with the County to be included into the County's mobility fee structure.

Option 1 - Keep Transportation Concurrency

Option 1 would require no additional action as it would assume that the City would keep its existing CMS requirements and procedures associated with transportation.

Pros

- Process "intended" to ensure road capacity is available concurrent with development.
- Provides for collection of proportionate share contribution from development (however, the application is limited and the developer can use impact fee credits to cover the proportionate share contribution).
- Although Florida Statutes limit the applicability of proportionate share, some local governments (i.e., Orange County) have interpreted the statutes in such a way that they are effectively applying them without the limitation (i.e., they collect proportionate share contributions from all developments contributing to a deficiency, not just the one that triggers the LOS failure).

Cons

- The application of a key transportation concurrency funding mechanism (proportionate share) has been redefined and significantly weakened in statute.
- Any existing (or projected) LOS failures are now the responsibility of the maintaining agency.
- Proportionate share contribution only applies if the development being approved creates any new LOS failures (not liable for existing failures).
- Even if a proportionate share contribution is required (for specific impacts within the City), the developer could use credits for County Road Impact fees to cover the proportionate share requirements.
- Alternative interpretations of the application of proportionate share have not been legally tested.
- Requires amendments to Comprehensive Plan to provide principles, guidelines, standards and strategies to define its application.

Option 2 - Eliminate Transportation Concurrency

Option 2 would require an amendment to the City's Comprehensive Plan and Land Development Code as it proposes to remove concurrent requirements related to transportation.

Pros

- Removes confusion in determining whether a roadway is deficient or not.
- The local government does not have to amend its Comprehensive Plan to provide principles, guidelines, standards and strategies to define its application.

Cons

- There may be a perception that the City is not requiring development to mitigate its impacts (also see Impact Fees / Mobility Fees recommendation).
- The City will need to establish a process on how transportation impacts are to be addressed in the City's approval process and be incorporated in to the Comprehensive Plan and Land Development Code.
- Proportionate Share Contributions could be lost (however, the contribution could be covered with County Road Impact Fees).

Option 3 - Continue Collecting Road Impact Fees with County

Pros

- Provides the opportunity to implement road improvements within the City.
- There is no cost to the City for the technical and legal effort to establish and update the fees.

Cons

- Based on the Interlocal Agreement with the County, the City has input to the development of the County CIP and can serve on the County's Capital Projects Council; however, the City may not have sufficient influence to implement improvements in the City.
- The City does not appear to have control over changes in the fee.
- Road Impact Fees can only be used for roadway improvements.

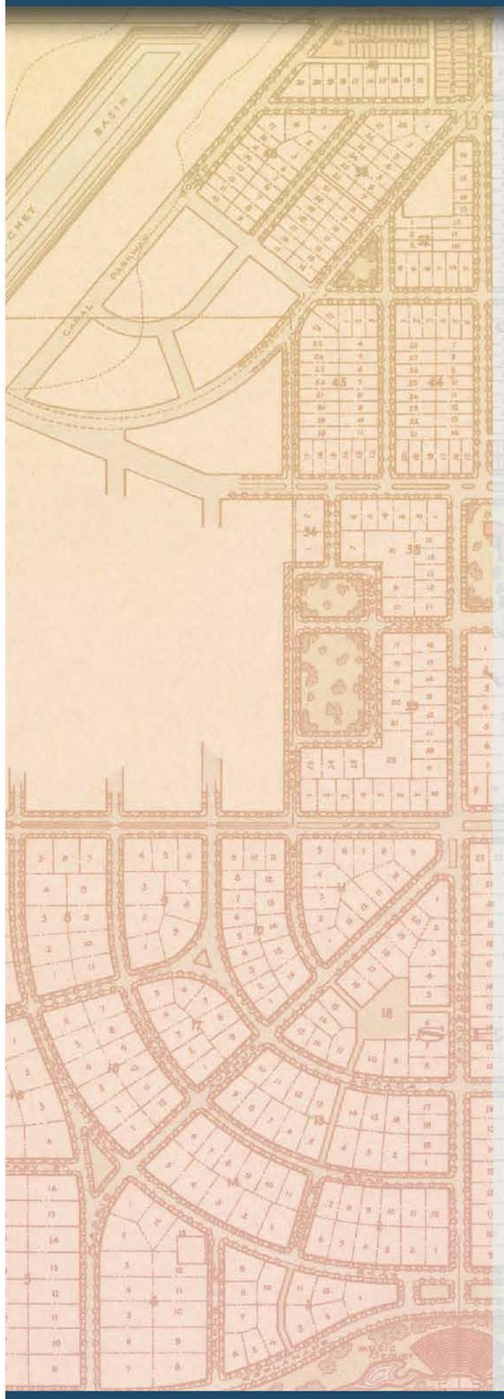
Option 4 - Stop Collecting Road Impact Fees with County and Establish City Road Impact Fees

Pros

- The City would have control over which roads are improved and how.
- The City would have control over adjustments to the fee.

Cons

- The City would be responsible for (i.e., need to fund) the technical and legal effort to establish and update the fees.
- The application of road impact fees (and the associated amount of the fees) may be limited. Impact fees are implemented under local government's home rule powers to provide certain services within their jurisdictions. If the City is not providing these services (like widening state or county roads), it should not be collecting fees for these improvements. When cities establish impact fees, they typically limit the calculation of the fee to travel on city streets only and they only consider improvements to city streets, which results in significantly lower road impact fees than say a county road impact fee.



- It may take longer to collect sufficient fees to make improvements (as compared to the larger County benefit districts).
- Road Impact Fees can only be used for roadway improvements.

Option 5 - Stop Collecting Road Impact Fees with County and Establish City Mobility Fees

Pros

- The City would have control over which transportation facilities (i.e., roads, sidewalks, bicycle, transit facilities) are improved and how.
- The fee can be developed to include improvements to transportation facilities beyond just roads (i.e., bicycle, pedestrian and transit capital improvements).
- The City would have control over adjustments to the fee.
- The Mobility Fee would likely be lower than the typical Road Impact Fee, possibly supporting economic development within the City.

Cons

- The City would be responsible for (i.e., need to fund) the technical and legal effort to establish and update the fees.
- It may take longer to collect sufficient fees to make improvements (as compared to the larger County benefit districts).
- Mobility fees have not been tested in the courts; although, impact fee case law would likely be applicable.
- The application of mobility fees (and the associated amount of the fees) may be limited. Like impact fees, mobility fees are implemented under local government's home rule powers to provide certain services within their jurisdictions. If the City is not providing these services, it should not be collecting fees for these improvements; therefore, the road element of the mobility fee would likely be limited in applicability and amount as discussed above under the City Road Impact Fee option.
- The application of mobility fees do have some established criteria; for example, statutes require mobility fees to meet the dual rational nexus of impact fees:
- A reasonable connection (rational nexus) between the anticipated need for the additional capital facilities and the growth generated by the new development; and,
- A reasonable connection (rational nexus) between how the collected funds are going to be spent and the benefits received by the new development from those funds.

Option 6 - Work with County for Inclusion in County Mobility Fee Structure

Pros

- The City would have control over which pedestrian, bicycle and transit capital facilities are improved and how.
- Pedestrian and bicycle facilities are lower cost than widening roads and can be implemented in shorter segments when funds are limited. Transit capital facilities (i.e., shelters and supporting amenities) are also lower cost and can be implemented independently.
- The City would have control over adjustments to pedestrian, bicycle and transit facility fee.

Cons

- These fees have not been tested in the courts; although, impact fee case law would likely be applicable.
- This would likely be considered a type of Mobility Fee. The application of mobility fees (which are not defined but imply the inclusion of non-automobile travel) do have some established criteria; for example, statutes require mobility fees to meet the dual rational nexus of impact fees:
- A reasonable connection (rational nexus) between the anticipated need for the additional capital facilities and the growth generated by the new development; and,
- A reasonable connection (rational nexus) between how the collected funds are going to be spent and the benefits received by the new development from those funds.
-

Case Study

Sarasota County, Florida

Sarasota County is in the process of developing multiple Mobility Plans within the County to address the unique mobility needs of specific areas of the community. For the urbanized and developed portions of unincorporated Sarasota County, mobility strategies will be focused on multi-modal improvements, intersections and targeted roadway improvements. For the lower density and underdeveloped portions of the unincorporated County, improvements will principally include the widening of existing roadways and construction of new roadways. For the urbanized portions of the County the Mobility Plan may also include a land use component that would allow for greater flexibility for redevelopment and infill development. The Mobility Fee will be based on future travel demand within the area of each mobility plan and the mobility strategies and projects identified in the mobility plan. As part of the County's Evaluation and Appraisal Report (EAR), draft Comprehensive Plan policies have been developed that would enable the County to move forward with the development of Mobility Plans and Mobility Fees as an alternative to transportation concurrency.

Recommended Actions

The Project Team recommends working with Sarasota County to be included in their implementation area for a Mobility Plan and Mobility Fee (similar to the way that transportation impacts fees are handled between the City and County).

Specific next steps that need to be addressed include:

- Explore the public support for eliminating Transportation Concurrency
- Work with Sarasota County to better understand their framework for establishing projects (within the City) for which the Mobility Fee will be based
- Continued coordination with the County regarding their implementation of the Mobility Fee and how it effects the current Transportation Impact Fee program
- Prioritize multimodal improvements that can be funded by the Mobility Fee once in place.

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Table of Contents

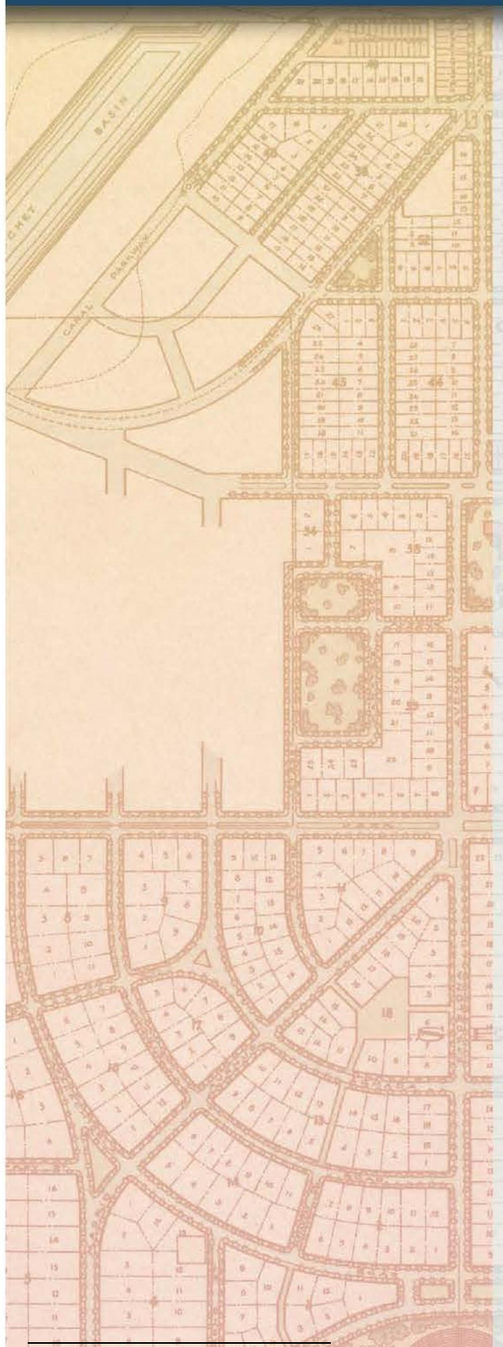
Recommendations and Implementation

Recommendations Overview

Recommendations were gathered from City Council and staff, local and state agencies, technical stakeholders, local advocates of active modes of transportation, business owners, and residents throughout the development of this Plan. Once gathered, the list of recommendations was organized into an implementation matrix to allow the City the ability to easily identify and match project recommendations with implementation opportunities. Cost estimates associated with the following recommendations were generated using a combination of sources including, but not limited to, Florida Department of Transportation (FDOT) construction cost estimate model, Pedestrian and Bicycle Information Center, as well as costs obtained from similar, recently completed projects. It should be noted that cost provided within this plan are for reference purposes only, and are not intended to predict or support future estimates.

Implementation Matrix

Improvement	Cost Unit	Median	Average	Minimum	Maximum	Priority	Implementation Approach			
							CIP	Mobility Fee*	Project Inclusion	Multi-Jurisdictional
Amenities/Branding										
Bicycle Locker	Each	$2,140	$2,090	$1,280	$2,680	Immediate		X	X	X
Bicycle Rack/Corrals	Each	540	$660	$64	$3,610	Immediate		X	X	X
Bicycle Rental Station	See Notes					Immediate	X	X		X
Wayfinding	See Notes					Immediate	X			
Facilities										
Restriping/Add Bicycle Lane	Mile	$89,470	$133,170	$5,360	$536,680	Immediate	X	X	X	X
Concrete Sidewalk	Linear Foot	$27	$32	$2.09	$410	Immediate	X	X	X	X
B' Street Corridor Enhancements	See Notes					Mid-Term	X	X	X	
Avenue Des Parques Corridor Plan	See Notes					Mid-Term	X	X		
Multi-Use Trail - Paved	Mile	$261,000	$481,140	$64,710	$4,288,520	Mid-Term	X	X	X	X
Multi-Use Trail - Unpaved	Mile	$83,870	$121,390	$29,520	$412,720	Mid-Term	X	X	X	X
Multi-Use Trail - Bridge	Square Foot	$335,000				Mid-Term	X	X	X	X
Shared Lane/Bicycle Marking (Sharrow)	Each	$160	$180	$22	$600	Immediate	X	X	X	X
Parking Garage	See Notes					Mid-Term	X		X	
Vehicle Traffic Circulation/Operation										
Streetlight	Each	$3,600	$4,880	$310	$13,900	Mid-Term	X			X
Signal Timing Study	See Notes					Immediate	X	X		X
Harbor Dr & Venice Ave - Improvements	See Notes					Long-Term	X	X		X
Public Transportation Services										
Trolley Service/Local Circulator	See Notes					Mid-Term	X	X		X
Transit Stop Improvements	Each	$32,000	$36,000	$15,000	$42,000	Immediate	X	X	X	X
Water Taxi/Gondola	See Notes					Mid-Term	X			X
Safety Enhancements										
Striped Crosswalk/Stop Bars/Yield Teeth	Each	$340	$770	$110	$2,090	Immediate	X	X	X	X
Curb Extension/Choker/ Bulb-Out	Each	$10,150	$13,000	$1,070	$41,170	Immediate	X	X	X	X
High Visibility Crosswalk	Each	$3,070	$2,540	$600	$5,710	Immediate	X	X	X	X
Grate Covers (on bridge)	See Notes					Immediate	X	X	X	X
Pedestrian Crossing	Each	$310	$360	$240	$1,240	Immediate	X	X	X	X
Pedestrian Signal	Each	$980	$1,480	$130	$10,000	Immediate	X	X	X	X
Wheelchair Ramp	Each	$740	$810	$89	$3,600	Immediate	X	X	X	X
Other Considerations										
Flashing Beacon	Each	$5,170	$10,010	$360	$59,100	Immediate	X	X	X	X
Rapid Rectangular Flashing Beacon (RRFB)	Each	$14,160	$22,250	$4,520	$52,310	Immediate	X	X	X	X
Pedestrian Hybrid Beacon	Each	$51,460	$57,680	$21,440	$128,660	Immediate	X	X	X	X



Next Steps

This section provides information for the recommendations outlined within the Plan and Implementation Matrix, associated with cost estimates, phasing, and coordination efforts. The following information is organized in order that they appear in the Implementation Matrix on the previous page.

Amenities/Branding

Bicycle Locker/Corrals/Racks

Bicycle racks are fixed objects, usually constructed out of metal, to which bicycles can be securely locked, while bicycle lockers are used to securely store a single bicycle. Depending on bike parking design and materials, cost may vary widely. Proposed bicycle racks and corral locations are outlined in the Existing Mobility Conditions section.

Bicycle Rental/Share Stations

Bike Stations are buildings or structures designed to provide secure bicycle parking and often incorporate other amenities such as showers or bike maintenance services. Due to insufficient data, cost ranges were obtained for the following bicycle parking facilities: bicycle stations (approximately $250,000) and bus racks (approximately $730). Removing a bicycle rack costs approximately $1,000.[1] Proposed locations for bicycle share stations are outlined in the Existing Mobility Conditions section.

Wayfinding

A detailed breakdown of the wayfinding signs and proposed locations is provided in the Wayfinding section of this Plan. During the developed of the Plan interest was expressed by Council to develop an event sign to add to the proposed family of signs. It is recommended that a request for bids be developed requesting recommendations on concepts for a City branded event sign. Concepts for dynamic signage should also be considered. The phasing of the wayfinding signs are organized into four Tiers. Tier 1 sign locations are highest priority locations. It is recommended that the signs for Tier 1 locations be installed first. Once all Tier 1 signs have been installed Tier 2 sign locations should be installed, followed by Tier 3. Tier 4 locations are considered 'alternative' locations. An alternative location can be used if the placement of any of the above Tier locations is found to be not desirable.

Facilities

Lane Reduction/Restriping

Several roadways within Venice were identified during the walking audit as potential opportunities for recommended adjustments to the existing lane configuration. Those roadways include:

Venice Avenue, east of the US 41 bypass (~0.7 miles)

Existing Dimensions: 10-foot parking bays, a 13-foot outer lane, and 12-foot inner lane on Venice Avenue, east of the US 41 bypass.

Proposed Dimensions: To maximize the existing right of way it is proposed that the parking bays be reduced to seven feet, reduce travel lanes to 11 feet each, and add bike lanes on each side.

Tampa Avenue, between US 41 and Harbor Drive (0.4 miles)

Existing Dimensions: Eight-foot parking bay, 11-foot travel lane next to park, 12-foot travel lane heading west.

Proposed Dimensions: Reduce parking bays to seven feet, reduce both travel lanes to 10 feet and colorize a buffer lane next to the parking bays to be used as bike lane.

Tamiami, south of Tampa Avenue (less than 0.3 miles)

Coordination with FDOT would be required.

Existing Dimensions: 13-foot outer lanes, 11-foot inner lane lanes, 14-foot storage lane.

Proposed Dimensions: Reduce travel lanes to 11 feet each, storage lane to 10 feet and add five-foot bike lanes on both sides.

Tamiami, north of Milan Avenue (less than 0.3 miles)

Coordination with FDOT would be required.

Existing Dimensions: 13-foot outer lanes, 12-foot inner lane lanes, 14-foot two-way turn lane.

Proposed Dimensions: Reduce travel lanes to 11 feet each, add colorized bike lanes on each side.

Bicycle Lane

Bicycle lanes are designated lanes, assumed to be a minimum five feet in width that are within the roadway right-of-way. Streets designed to give priority to bicyclists as through-going traffic, typically range from approximately $200,000 to $650,000 each. The Sarasota-Manatee County MPO Bike/Ped Trails Master Plan proposes two corridors to be designated as bike routes within the study area. Those locations include:

- Harbor Drive South – Airport Avenue to South Brohard Park (1.4 miles)
- Airport Avenue – Harbor Drive South to Tamiami Trail (1.2 miles)

[1] Information obtained from the "Cost for Pedestrian and Bicyclist Infrastructure Improvements, October 2013; UNC Highway Safety Research Center

Concrete Sidewalk

The recommendation for sidewalks includes the infill of existing gaps in the network and the maintenance/repair of existing sidewalks.

'B' Street Corridor Enhancements

Reinvestment in alleys, in spaces between buildings, and in other public space brings added value to all buildings and homes in downtown. B streets/corridors provide quicker access to points of interest within downtown and can assist visitors in discovering new areas within the City. The cost of these improvements is dependent upon property ownership, desired landscaping, and amenities to be included. Using the map of identified corridors in the Existing Mobility Conditions section the City should coordinate with the adjacent businesses and identify opportunities where improvements can be made.

Avenue Des Parques Corridor Plan

Avenue Des Parques was identified as needing a detailed streetscape corridor study to improve safety and connectivity within downtown. The area of interest is between Prentiss French Park, Hecksher Park, Heritage Park, City Hall, and John Nolen Park. Currently, the street between these destinations is disjointed with minimal multi-modal accommodations. On-street parking may be provided with improved sidewalks or multi-use pathways. The streetscape plan should also consider related intersection improvements.

Multi-Use Trail – Paved/Unpaved

The Sarasota-Manatee County MPO Bike/Ped Trails Master Plan suggests two corridors within the study area to be constructed as new bike routes. These corridors are off-road and would run adjacent to Deertown Gully, connecting Chuck Reiter Park, west to the beach and south to Airport Avenue. It is suggested that these corridors be constructed as multiuse paths. A full survey and environmental assessment will need to be performed to determine potential impacts. Once a survey has been performed the City can determine whether they would like to construct a paved path or unpaved path. Proposed project lengths are:

- Deertown Gully (east/west segment) – Chuck Reiter Park, west to the beach (0.8 miles)
- Deertown Gully (south segment) – Deertown Gully, south to Airport Avenue (0.32 miles)

Multi-Use Trail – Bridge

A feasibility study should be performed for the proposed cantilevered pedestrian bridge and/or separated pedestrian bridge recommendations over the Venetian Waterway, to identify the constraints and limitations of constructing it. The City should coordinate with FDOT and the Sarasota-Manatee County MPO to identify opportunities for resource sharing if it is determined feasible.

Vehicle Traffic Circulation/Operation

Signal Timing Study

It is recommended that the City develop a signal timing and phasing plan to evaluate the peaks in traffic flows, specifically around downtown during different times of the days and seasons. The "rule of thumb" for the number of signal timing plans is that each group requires a minimum of four plans: morning peak plan, average day plan, afternoon peak plan, and evening plan.

Each signal group is unique, and each group has unique demands. Some local factors that would need to be considered during the development of the signal timing plan include, but are not limited to: bridge operations, local school schedules, road closures due to local events and, the seasonal peaks resulting from tourism and snowbirds.

Harbor Drive & Venice Avenue Intersection Improvement

Based upon the existing traffic operation conditions, several potential intersection modifications were developed for consideration and are summarized in the Existing Mobility Conditions section. As a long-term project it is recommended that one of the five recommendations be considered and implemented.

Parking Garage

The City should continue to look for opportunities where higher density parking structures can be constructed. Shared parking agreements with private property owners and developers should be considered to share the cost and maintenance of constructing a parking garage. Cost will depend on several factors, including but not limited to, the party responsible for constructing the garage, property acquisition, size of the structure, and annual maintenance.

Public Transportation Services

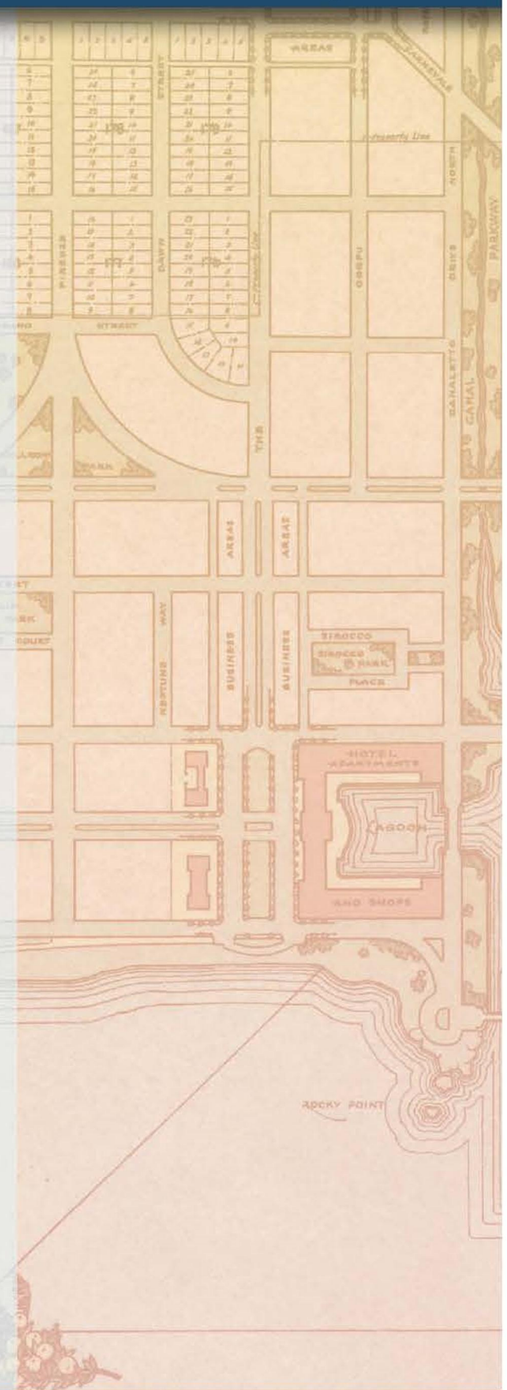
Trolley Service/Local Circulator/Water Taxi/Gondola

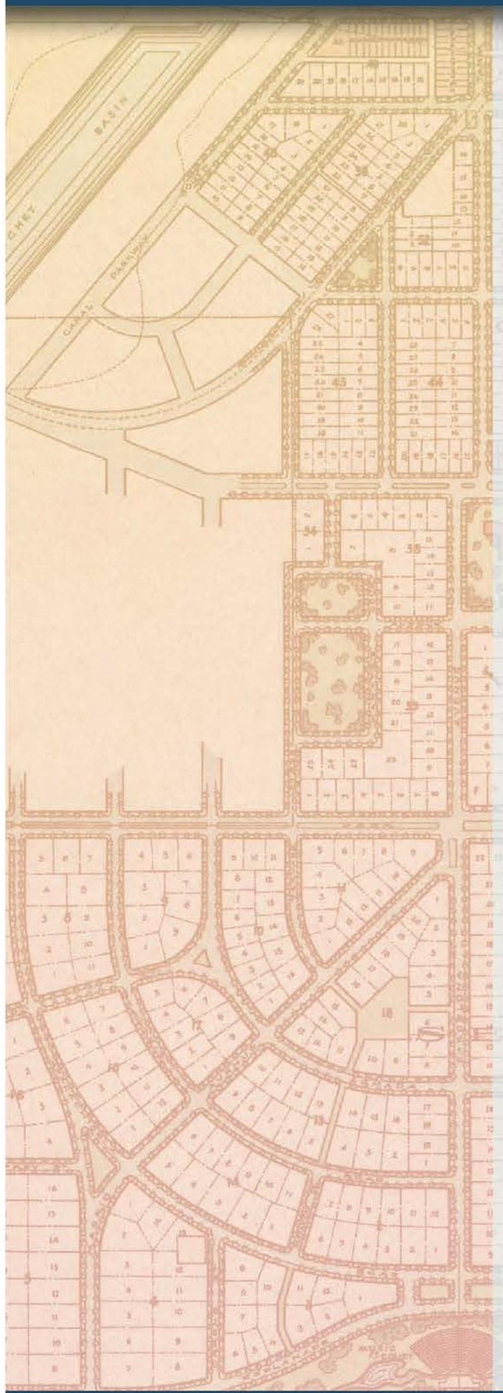
It is also suggested that the City consider developing a special event parking plan with shuttles that can accommodate occasional peak periods and overflow parking needs. A Park & Ride shuttle that provides continuous service around special events may be helpful to accommodate people parking east of Tamiami Trail. The intention of a "park and ride" shuttle lot is to provide visitors an option to easily park at the outskirts of downtown, and then take a convenient shuttle from the parking lot into the downtown core. The shuttle could be served by several types of different vehicles, from electric vehicles with a six person capacity to larger shuttle vans with up to 20 person capacity. The important factor is that the shuttle vehicles are convenient with short waiting times between the next vehicles. If this type of service is pursued by the City coordination with SCAT should be made.

The cost of implementing a water taxi or gondola is dependent on several factors, including but not limited to, the cost of the vessels and number required, operational cost and annual maintenance. The cost to the City can be reduced if not eliminated by encouraging the operation and investment of this type of amenity through private ownership.

Transit Stop Improvements

Existing transit/bus stops within the City of Venice are lacking sufficient amenities and infrastructure. There are several examples of unmaintained or access restricted bus stops within downtown. It is recommended that the City coordinate with SCAT to prioritize improvements to transit stops within the City as an opportunity to share funding opportunities and resources. It is encouraged that opportunities to include these improvements with redevelopment projects be considered.





Safety Enhancements

Curb Extension/Choker/ Bulb-Out

Curb extensions, chokers, or bulb-outs extend the sidewalk or curb line out into the parking lane, which reduces the effective street width, shortening the distance pedestrians would have to cross an intersection. Examples of this are seen at some of the mid-block crossings in downtown. This treatment can also be used at intersections, creating a gateway effect. Costs can vary depending on drainage, the addition of street furnishings/landscaping/special paving, and whether utilities must be relocated.

The cost to retrofit a four-leg intersection with curb extensions would be approximately $100,000 (8 X $12,620), though costs will likely vary based on site conditions, drainage, and curb extension design.

High Visibility Crosswalk/Pedestrian Crossings

There are several locations within Downtown Venice that are either missing crosswalks or the existing crosswalk is no longer visible. The cost for crosswalks tends to vary by a large amount depending on the type of striping and material used. The crosswalks within the City that use the stamped concrete to imitate a brick pattern make the crosswalks more visible. This treatment can cost can range from $7.25 to $15 per square foot, or approximately $2,500 to $5,000 each. Ladder crosswalks cost range from $350 to $1,000 each and patterned concrete crosswalks cost $3,470 each or $9.68 per square foot on average. It is recommended that within the Downtown core that all crosswalks use the stamped crosswalk pattern. A phased approach should be developed to update the crosswalks within Downtown.

Grate Covers (on bridge)

Installation of aluminum plates/coverings to create a bicycle-friendly riding surface on the bridges, where open grates are present should be considered as an immediate improvement opportunity. This technique was recently used in District 4 on A1A on the Hillsboro Inlet Bridge. Before implementation of any type of covering on a bridge or travel facility coordination should be made with FDOT.

Summary of High Priority Recommendations

The following recommendations were identified as high priority recommendations from within the plan and were presented to Council in requests for feedback.

Immediate – Recommendations

The following recommendations were identified as high priority. Efforts should be made to implement recommendations categorized as immediate when funds are available or opportunities to incorporate them with other projects are possible. The projects typically have lower cost associated with them.

- Implementation of all phases of wayfinding plan
- Implement striping for bike lanes and sharrow corridors
- Support projects that will contribute to escalating the City's Bicycle Friendly designation
- Install automated bicycle rental stations (bike share program)
- Coordinate with SCAT to enhance transit stop amenities and service
- Provide additional bike corrals
- Reduce driveway widths that intersect sidewalk crossings
- Evaluate possible modifications to existing parking regulations
- Improve parking enforcement measures
- Encourage shared parking agreements

Mid-Term – Recommendations

The following recommendations were identified as mid-term projects. The projects typically require an additional study or longer planning process. The projects also require higher capital cost.

- Evaluate the feasibility of constructing a multiuse path alongside of Venice Avenue and Tamiami Trail bridges
- Turn 'B' streets into 'A' streets with alleys and paseos
- Corridor/Intersection enhancements along Venice Avenue & Avenue Des Parques
- Consider the development of a local circulator to operate during peak seasons and events
- Develop water taxi or gondola program/service
- Construction of a parking structure
- Parking restriping along Harbor Drive and Venice Avenue
- Establish remote parking facilities
- Valet/Shuttle services at peak times during events

Long-Term – Recommendations

Though high priority, long-term projects include those that require large financial investments from the City and are not immediate needs.

- Intersection reconstruction consideration at Harbor Drive and Venice Avenue *(estimated cost dependent on alternative selected)*