

City of Venice – City-Wide Elements - Transportation & Mobility



The transportation & mobility element addresses traffic circulation, levels of service, funding, and design considerations. It involves a combination of roadway, pedestrian, bicycle, and transit modes to enhance access to and connectivity within the City. It also addresses the City's airport operations and facilities.

Vision TR 1 – To provide a safe, convenient, efficient, financially sound, environmentally sensitive and integrated multimodal transportation system which meets current and future demands. *(Revised)*

Multimodal System

Intent TR 1.1 – Multimodal System Definition

The City defines its multimodal system to include roadways, bicycle, pedestrian, and transit facilities as follows:

Strategy TR 1.1.1 – Roadway Classifications

The City shall use functional classifications established by the Florida Department of Transportation, the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Federal Highway Administration and further desires to recognize other local roadways to provide a complete analysis of the City's roadway system. Roadway classifications are generally defined as follows:

Freeways/Expressways are controlled access facilities with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Typically, expressways accommodate high volumes of traffic.

Major Arterials facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

Minor Arterials provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds, and allowing somewhat greater access to adjacent properties than major arterials.

Major Collectors collect and distribute significant amounts of traffic between arterials, minor collectors and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.



Minor Collectors collect and distribute moderate amounts of traffic between arterials, major collectors and local roads at relatively low operating speeds with greater accessibility than major collectors.

Local Roads generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds and trip lengths and minimal through traffic movements. When high traffic volumes compromise a local road's ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

Significant Local Roads (City Designation) are local roads that provide a limited mobility function. They serve the accessibility role of local roads but have traffic characteristics and a collection/distribution function of low volume collector roads. Typically, the roadways are residential subdivision streets that are characterized by higher volumes than local roads. Traffic volumes are high enough that traffic calming, traffic abatement, or additional or enhanced pedestrian and bicycle amenities may be needed to ensure the road can serve its local road function. (Note: the City shall ensure that necessary roadway data for these designations are collected).

Map TR-1 illustrates the functional classification for roadways in the City.

Strategy TR 1.1.2 – Pedestrian Facility Classifications

Pedestrian facilities include sidewalks and trails. The assessment of pedestrian facilities is related to the roadway functional classification, as further described in Strategy TR 1.2.3.

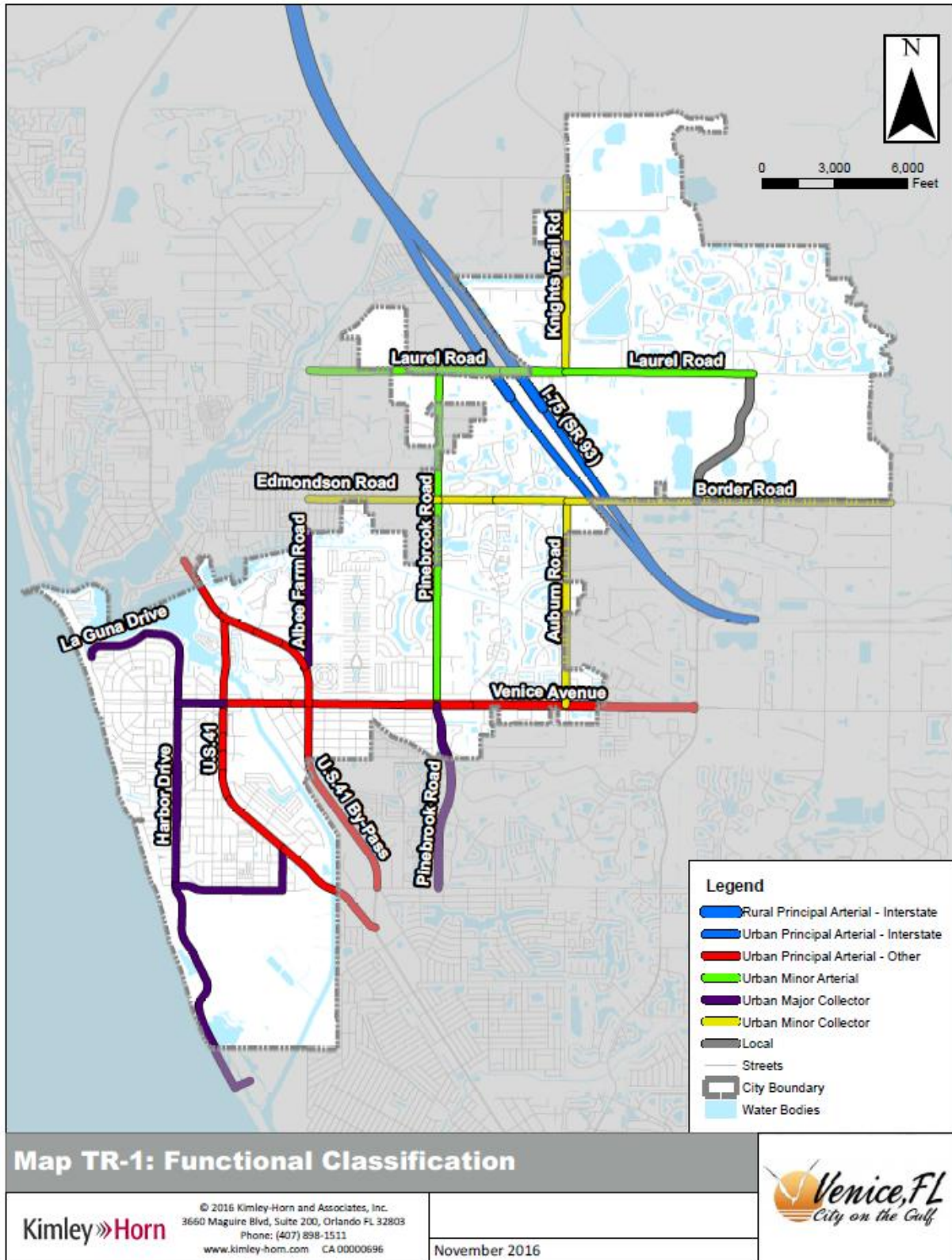
Strategy TR 1.1.3 – Bicycle Facility Classifications

Bicycle facilities include bicycle lanes, paved shoulders, sharrows (roads striped to indicate a shared lane environment for bicycles and automobiles), and trails. The assessment of bicycle facilities is related to the roadway functional classification, as further described in Strategy TR 1.2.4.

Strategy TR 1.1.4 – Transit Facility Classifications

Transit facilities include fixed route transit service which is operated by Sarasota County Area Transit (SCAT).





Service Standards

Intent TR 1.2 – Service Standards

The City desires to provide a safe, effective, environmentally sensitive, financially sound, and integrated multimodal transportation system through the use of applicable service standards.

Strategy TR 1.2.1 – Roadway Level of Service Standards – Defined

Level of service is defined as a qualitative measure describing operational conditions within a stream of traffic and the perception of those conditions by motorists and passengers. A level of service category generally describes these conditions in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service have been defined, with LOS A representing the best operating conditions and LOS F the worst. Operating conditions defined under these levels of service are as follows (Highway Capacity Manual 2010, Transportation Research Board):

LOS A: Motorists are unaffected by the presence of others in the stream of traffic. Freedom to select desired speeds and to maneuver within the stream of traffic is extremely high. The general level of comfort and convenience is excellent.

LOS B: Freedom to select desired speeds is relatively unaffected, but there is a reduction in the freedom to maneuver within the stream of traffic. The level of comfort and convenience is less, because the presence of others in the stream of traffic begins to affect individual motorist behavior.

LOS C: Motorists become significantly affected by the interactions with others within the stream of traffic. The selection of speed is affected, and maneuvering within the stream of traffic requires substantial effort on the part of the motorist comfort and convenience declines noticeably at this level.

LOS D: Speed and freedom to maneuver are severely restricted, and a poor level of comfort and convenience is experienced by the motorist. Small increases in traffic will generally cause operational problems at this level.

LOS E: Operating conditions are at or near capacity. All speeds are significantly reduced. Freedom to maneuver is difficult. Comfort and convenience is extremely poor, and motorist frustration is generally high.

LOS F: Operating conditions at this level are forced or have broken down. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues typically form at such locations. Operations are characterized by stop and go waves; vehicles may proceed at reasonable speeds for short distances, and then be required to stop in a cyclical fashion. Comfort and convenience are extremely poor, and frustration is high.



Strategy TR 1.2.2 – Roadway Level of Service Standards

The City shall adopt and seek to maintain a Level of Service (LOS) standard of “D” for peak hour conditions for all roadways within the City. The City, through the Land Development Code and review process, will establish analysis and review criteria. Roadways unable to obtain the adopted LOS due to environmental constraints or are not financially feasible will be identified as constrained or backlogged roadways.

For informational purposes, the existing roadway LOS is identified in Table TR-1, which also identifies the number of lanes by segment, the traffic count year used to determine the annual average daily traffic (AADT) volume, the peak hour peak direction (PHPD) volume, and the calculated LOS. Map TR-2 illustrates the existing LOS. ([Rev. Transportation Policy 2.1](#))

Strategy TR 1.2.3 – Pedestrian Level of Service Standards

The City shall adopt and seek to maintain a pedestrian LOS standard of “D” along all roadways within the City. Pedestrian LOS shall be established as below:

Pedestrian Level of Service Thresholds

Functional Classification	Sidewalk Coverage		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

The 2016 pedestrian LOS is identified in Table TR-2 and illustrated in Map TR-3.

Strategy TR 1.2.4 – Bicycle Level of Service Standards

The City shall adopt and seek to maintain a bicycle LOS standard of “D” along all roadways within the City. Bicycle LOS shall be established as below:

Bicycle Level of Service Thresholds

Functional Classification	Paved Shoulder/Bicycle Lane/Sharrow Coverage *		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

* - Coverage can include bicycle facility on parallel roadway.

The 2016 bicycle LOS is identified in Table TR-3 and illustrated in Map TR-4.



Table TR-1: Existing Roadway Level of Service

Roadway	From	To	No. Lanes	Count Year	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	2015	3,700	170	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	2014	8,848	410	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	2014	8,156	370	C
Auburn Road	Border Rd	Venice Ave	2	2015	3,500	160	C
Avenida del Circo	Airport Ave	U.S. 41	2	2014	3,475	160	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	2015	2,700	130	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	2015	1,350	70	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	2015	3,200	170	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	2015	3,200	190	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	2015	3,200	190	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	2015	550	30	C
Harbor Drive	Venice Ave	Beach Rd	2	2015	3,200	150	C
Harbor Drive	Beach Rd	South of Beach Rd	2	2015	3,800	170	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	2015	78,500	4,270	C
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	2015	81,500	4,430	C
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2014	2,113	100	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	2015	6,900	410	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	2015	650	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	2015	14,400	660	C
Laurel Road	Pinebrook Rd	I-75	4	2015	14,400	660	C
Laurel Road	I-75	Knights Trail Rd	4	2014	14,931	690	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	2014	14,931	690	C
Pinebrook Road	Laurel Rd	Edmondson Rd	4	2015	6,200	691	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	2015	6,200	280	D
Pinebrook Road *	Venice Ave	Center Rd	2	2015	7,500	340	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	4	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	4	2015	38,500	1,770	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	4	2015	39,500	1,810	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	2015	44,500	2,040	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	2015	15,000	690	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	2015	25,000	1,150	D
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	2015	25,000	1,150	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	2015	25,000	1,150	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	2015	8,800	400	C
Venice Avenue	Bus. U.S. 41	Grove St	4	2015	14,200	650	C
Venice Avenue	Grove St	U.S. 41 By Pass	4	2015	14,200	650	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	2015	19,200	880	D
Venice Avenue	Cherry St	Pinebrook Rd	4	2015	19,200	880	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	2015	19,200	880	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	2015	15,400	710	C

Note: * - A portion of the segment is outside the city limits.



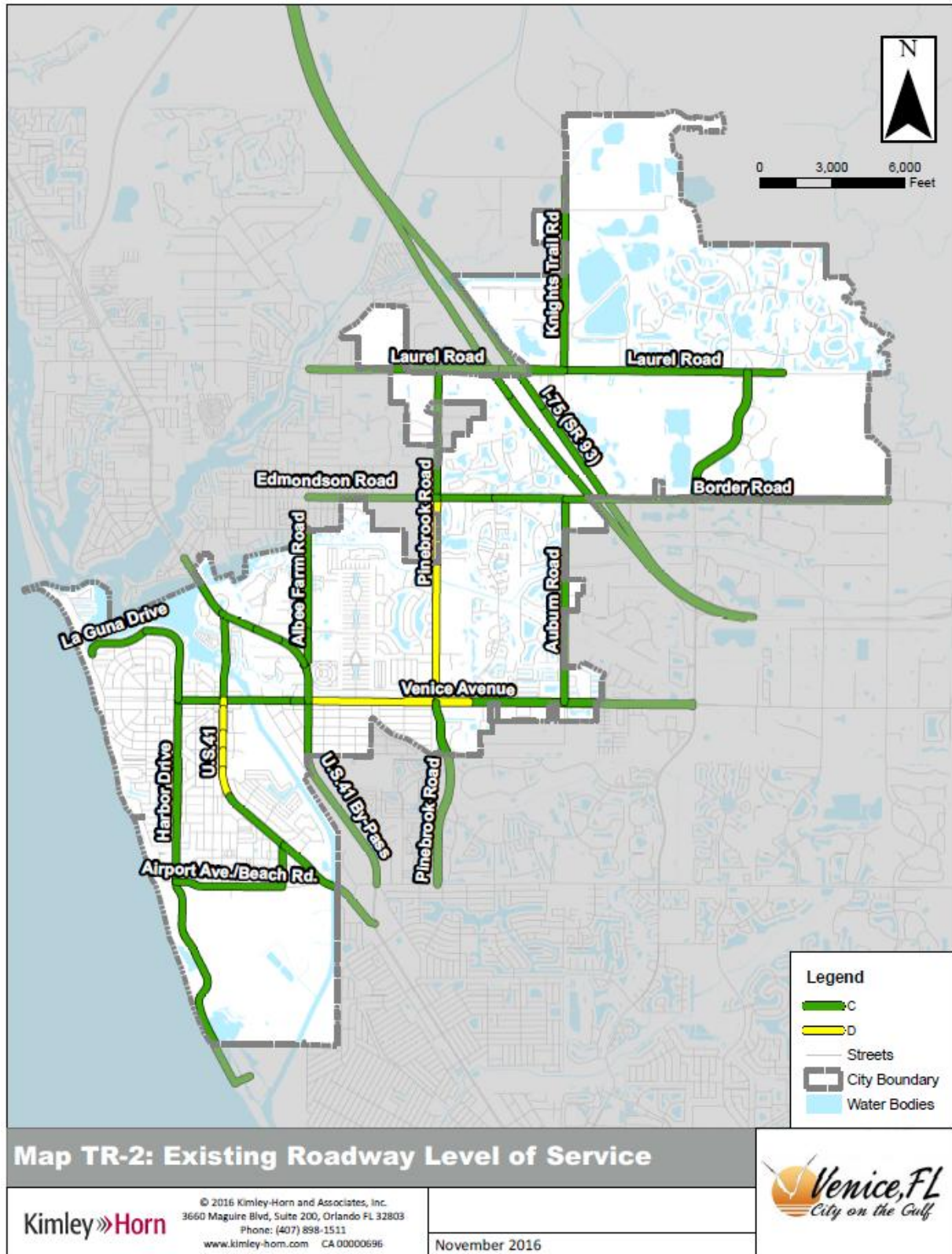


Table TR-2: 2016 Pedestrian Level of Service

Roadway	From	To	Functional Classification	Ped LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	D
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	E
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	D
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	E
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	D
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	D
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	E
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	E
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	E
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	E
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	D
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	C
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	C
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	C
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	C
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	C
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.



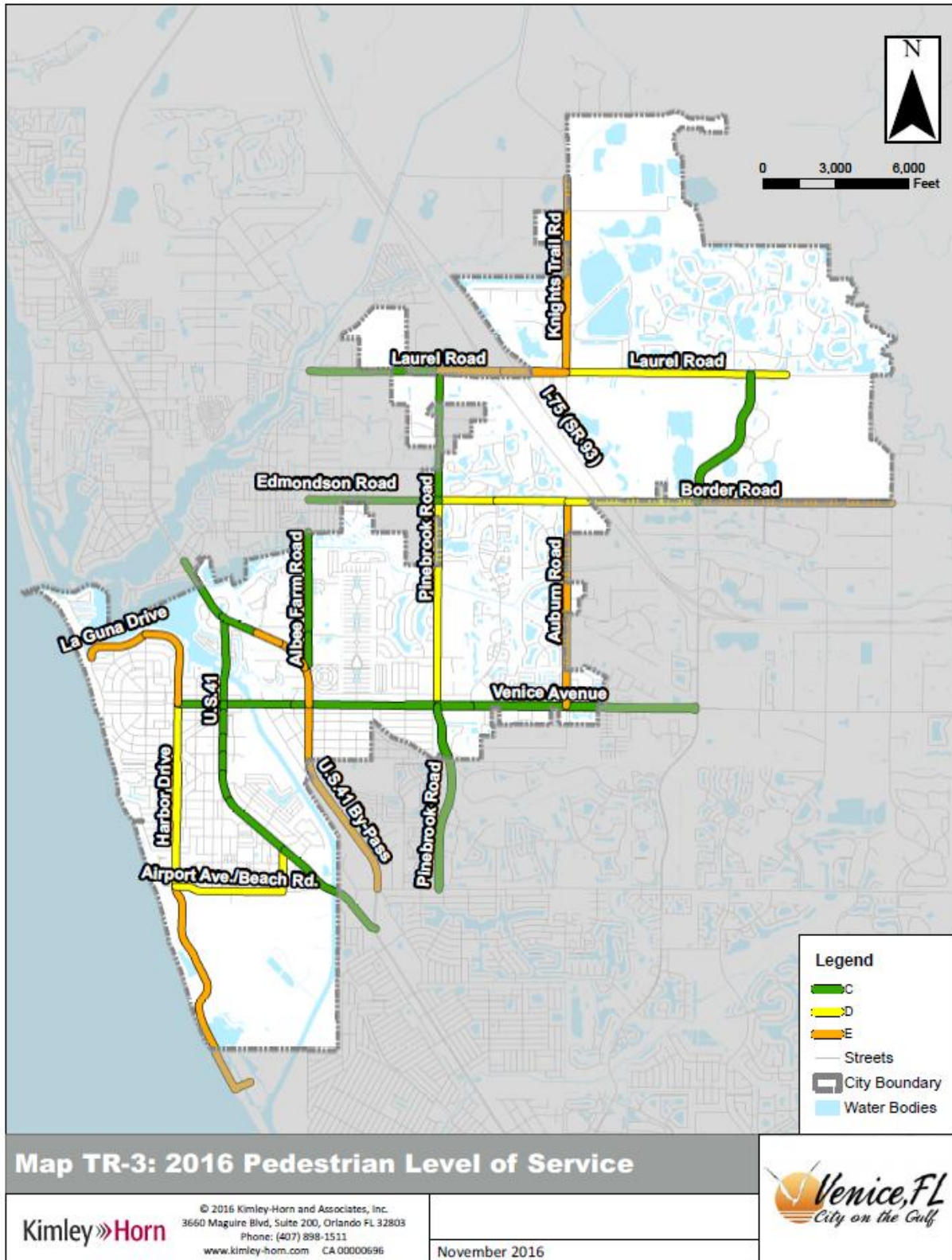
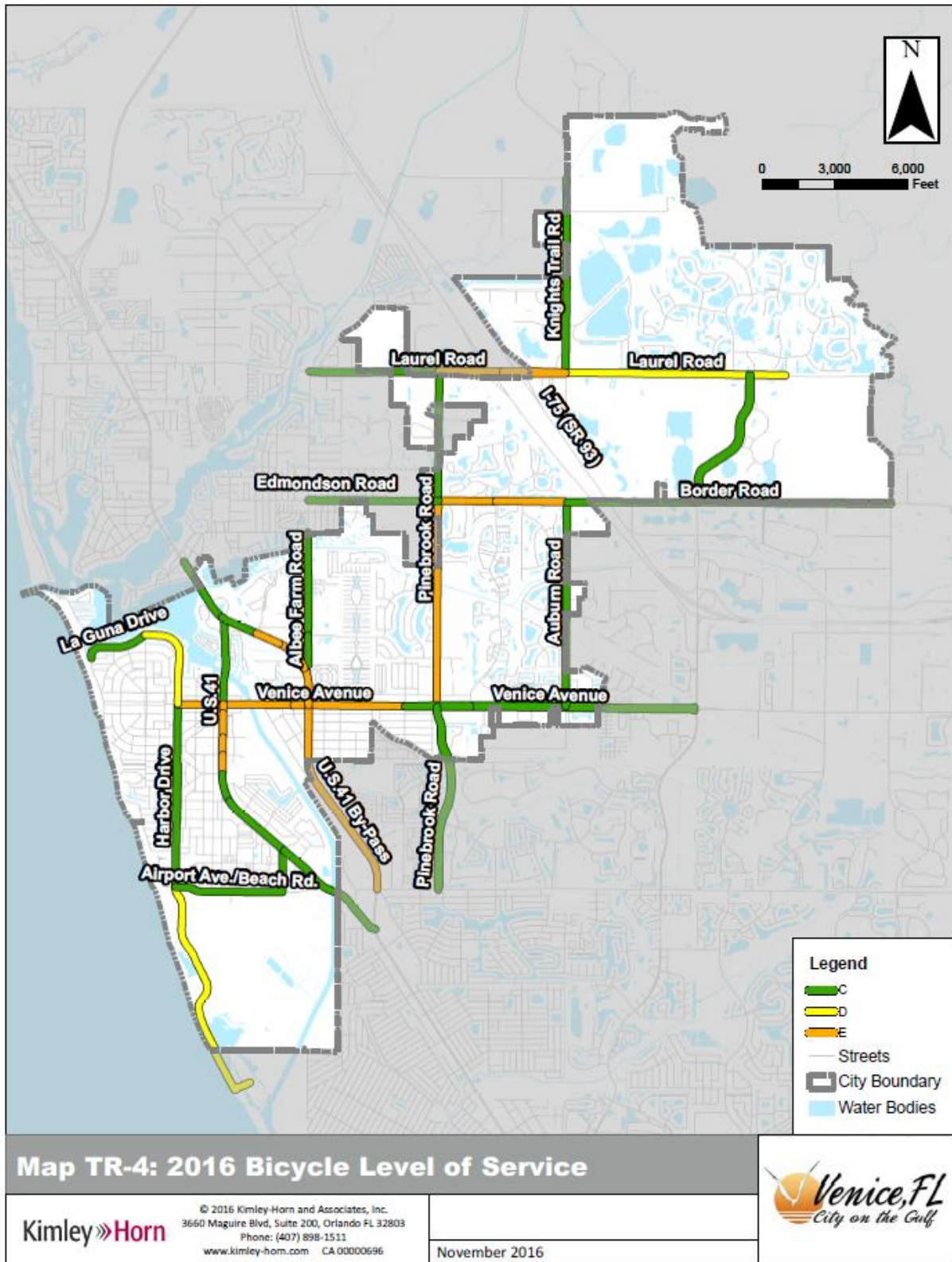


Table TR-3: 2016 Bicycle Level of Service

Roadway	From	To	Functional Classification	Bike LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	C
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	C
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	C
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	E
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	E
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	C
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	C
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	E
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	E
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	E
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	E
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	E
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	E
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	E
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	E
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.





Strategy TR 1.2.5 – Transit Level of Service Standards

The City shall adopt and seek to maintain a transit LOS standard of “D” along all roadways within the City. Transit LOS shall be established as below:

Transit Level of Service Thresholds

Sidewalk Coverage	Transit Vehicles in Peak Hour in Peak Direction			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	> 5	≥ 4	≥ 3	≥ 2
85% to 100%	> 4	≥ 3	≥ 2	≥ 1

The 2016 transit LOS is identified in Table TR-4 and illustrated in Map TR-5.

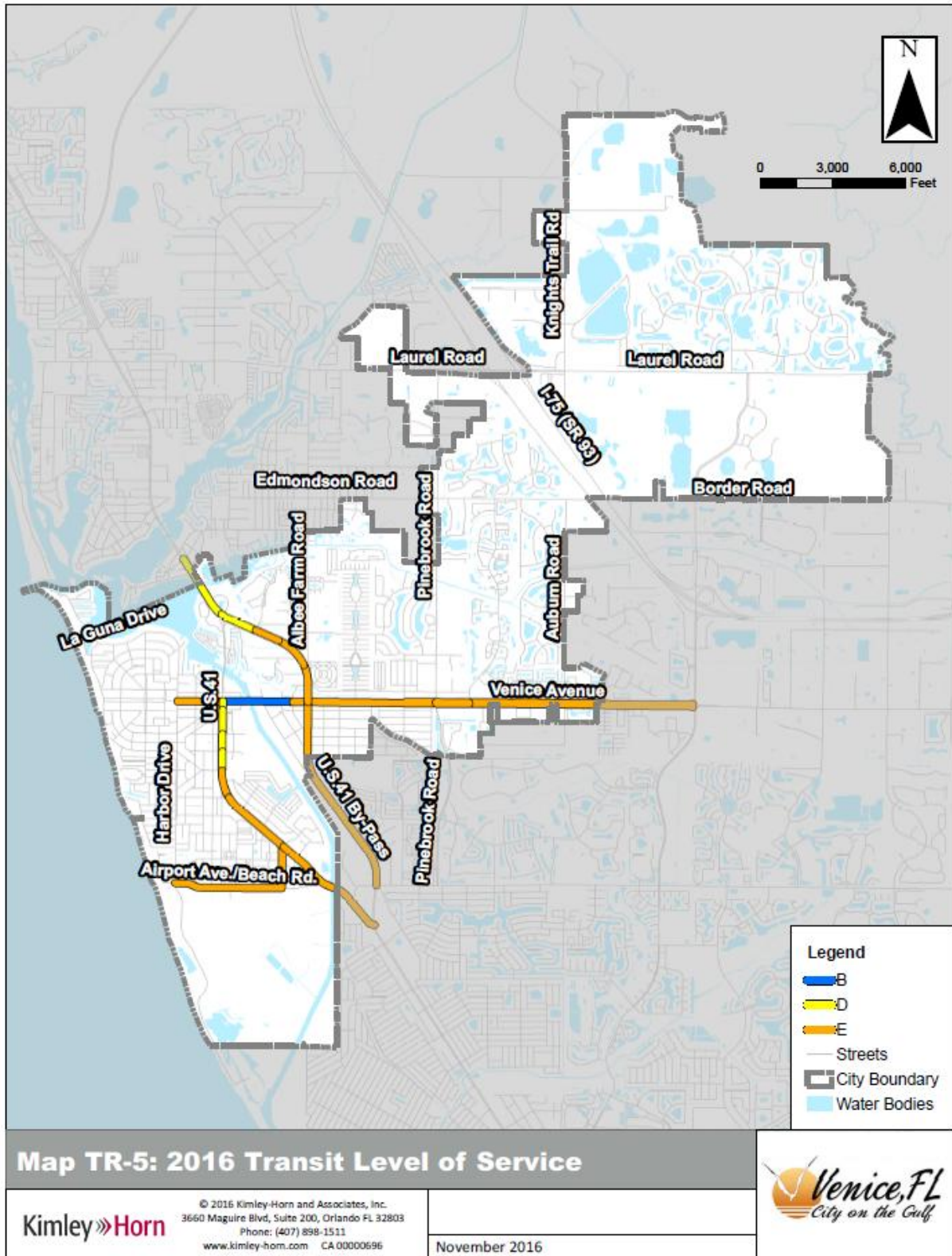


Table TR-4: 2016 Transit Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	E
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a
Albee Farm Road	Lucaya Ave	U.S. 41	n/a
Auburn Road	Border Rd	Venice Ave	n/a
Avenida del Circo	Airport Ave	U.S. 41	E
Border Road *	Auburn Rd	Jacaranda Blvd	n/a
Border Road *	Jacaranda Blvd	Jackson Rd	n/a
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	n/a
Harbor Drive	Venice Ave	Beach Rd	n/a
Harbor Drive	Beach Rd	South of Beach Rd	n/a
I-75 (SR 93) *	SR 681	Laurel Rd	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a
Laguna Drive	Tarpon Center Dr	Park Blvd	n/a
Laurel Road *	Albee Farm Rd	Pinebrook Rd	n/a
Laurel Road	Pinebrook Rd	I-75	n/a
Laurel Road	I-75	Knights Trail Rd	n/a
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a
Pinebrook Road	Laurel Rd	Edmondson Rd	n/a
Pinebrook Road	Edmondson Rd	Venice Ave	n/a
Pinebrook Road *	Venice Ave	Center Rd	n/a
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	D
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	D
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	n/a
U.S.41 (SR 45)	Venice Ave	Miami Ave	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	D
U.S.41 (SR 45)	Milan Ave	Turin St	D
U.S.41 (SR 45)	Turin St	Palermo Pl	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	E
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	n/a
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	E
Venice Avenue	Harbor Drive	Bus. U.S. 41	E
Venice Avenue	Bus. U.S. 41	Grove St	B
Venice Avenue	Grove St	U.S. 41 By Pass	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	E
Venice Avenue	Cherry St	Pinebrook Rd	E
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	E
Venice Avenue *	Auburn Rd	Jacaranda Blvd	E

Note: * - A portion of the segment is outside the city limits.





Complete Streets

Intent TR 1.3 – Complete Streets.

The multimodal transportation system shall enable City residents the opportunity to live and travel utilizing an integrated, intermodal transportation system based on complete streets design principles and the latest technological innovations and trends including sharing of vehicles, alternative energy source vehicles, low speed vehicles and bicycles. *(New)*

Strategy TR 1.3.1 – Complete Streets – Defined

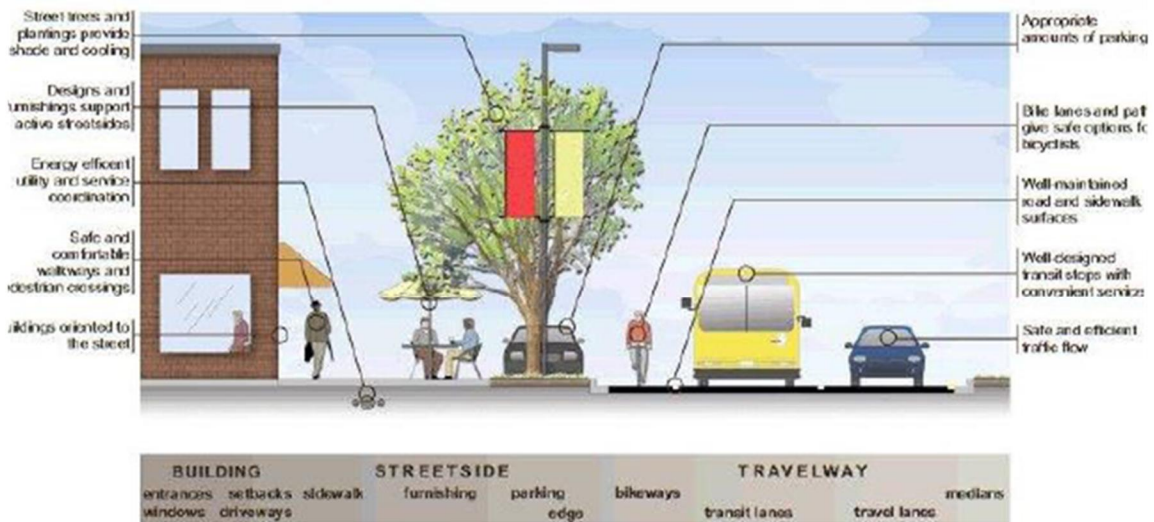
The City shall establish and implement complete streets in order to simultaneously accommodate users (pedestrians, bicyclists, transit riders, and motorists) of all ages and abilities, improve public health and safety, active mobility and environmental quality. *(New)*

Complete Streets elements are understood to include but not limited to:

- Bike Lanes
- Buffered Bike Lanes
- Neighborhood Greenway
- Multi-Use Trails/Shared Use Paths
- Cycle Tracks
- Good Sidewalk Design
- Crosswalks
- Interactive Flashing Beacon
- Pedestrian Hybrid Beacon
- Curb Extensions/Bulb-outs
- Median Islands/Refuges
- Lighting
- On-Street Parking
- Shading/Trees
- Bus Shelters
- Road Diets



Figure TR 1: Examples of Complete Street components



- Multimodal
- Pedestrian oriented
- Dedicated bicycle lanes
- Shade tree landscapes

- Street furniture
- On-street parking
- Shaded walkways
- Transit stops



Strategy TR 1.3.2 – Planned Developments

The City shall update and maintain provisions in the Land Development Code to require planned developments to provide for bicycle and pedestrian facilities in their plans consistent with guidelines and standards contained in the Land Development Code. *(New)*

Strategy TR 1.3.3 – New Roadway Construction

The City shall maintain provisions in the Land Development Code so that all new construction and reconstruction of collector and arterial roadways shall provide for safe pedestrian and bicycle mobility. New construction or reconstruction should facilitate pedestrian connections through sidewalks and other pedestrian facilities between private property and right-of-way, prioritizing projects that will enhance connectivity to existing facilities. Where feasible Crime Prevention Through Environmental Design (CPTED) standards to ensure pedestrian safety should be applied. *(New)*

Strategy TR 1.3.4 – Complete Street Segments by Neighborhood

The City shall design multimodal transportation improvements in a context sensitive manner and incorporate appropriate complete street principles based upon the location of the improvement within the community. Specific complete streets elements to be included on a particular street segment shall be subject to further analysis and approval on a segment by segment basis. Below is a list of streets organized by Neighborhood, which have been identified as potential candidates for complete streets principles. *(New)*

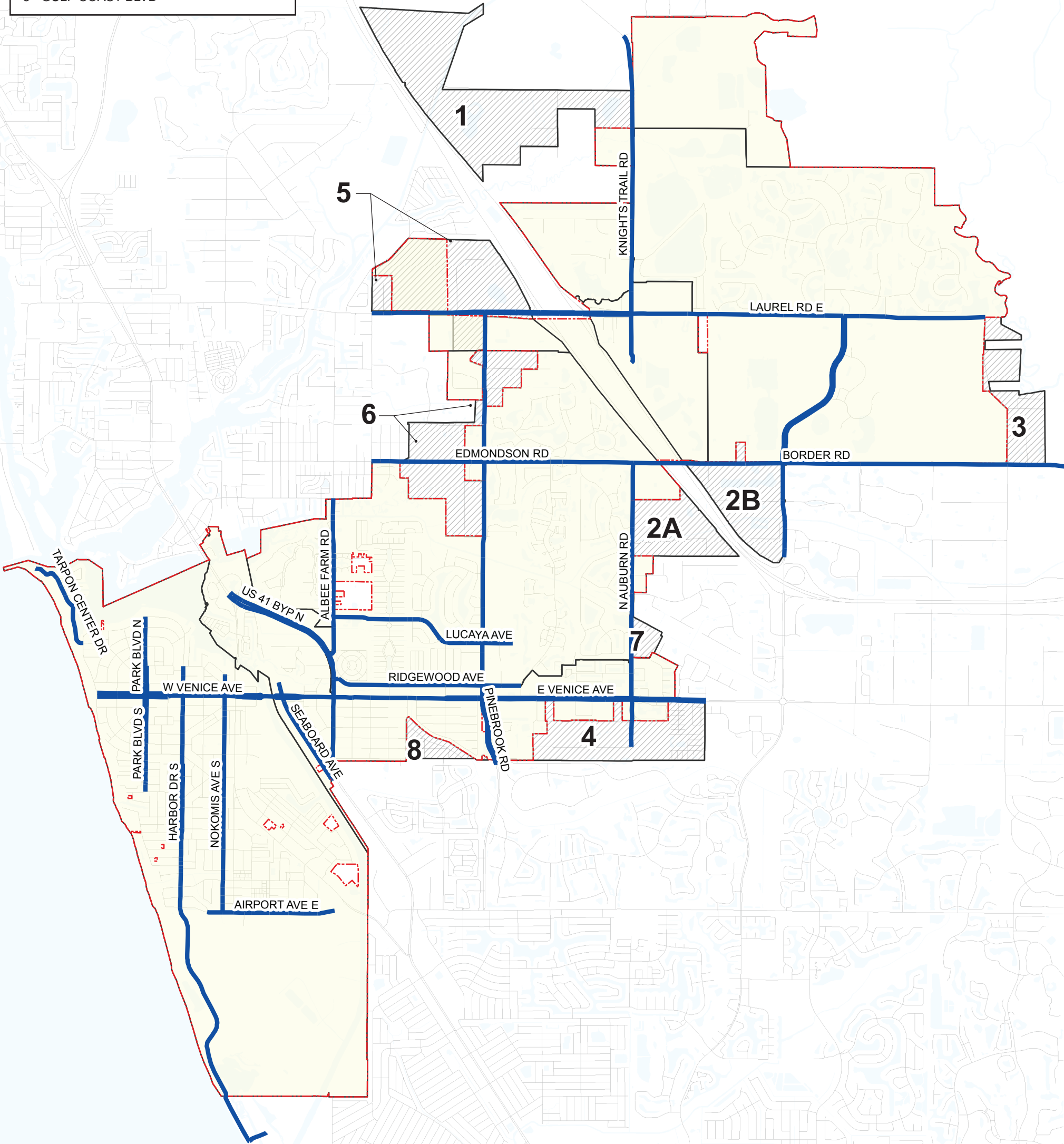
Figure TR 2: Possible Complete Street Segments by Neighborhood



Streets	Neighborhoods						
	Island	Gateway	Venice Avenue	Pinebrook	Laurel Road	North East	Knights Trail
US 41 Business/Tamiami Trail	X						
W. Venice Ave.	X						
Harbor Drive	X						
Park Blvd.	X						
Nokomis Ave.	X						
Palermo Pl.	X						
Airport Ave.	X						
US 41 Bypass		X					
US 41 Business / Tamiami Trail		X					
E. Venice Ave.		X	X				
Pinebrook Rd.			X	X	X		
Edmonson Rd.				X			
Auburn Rd.			X	X			
Albee Farm Rd.		X		X	X		
Seaboard Ave		X					
Laurel Rd.					X		
The Esplanade/Tarpon Center Dr.	X						
Lucaya Ave/Ridgewood Ave.							
Honore Ave.					X		
Border Rd.						X	
Jacaranda Blvd.						X	
Knights Trail Rd.					X		X



- JPA / ILSBA AREAS**
- 1 - RUSTIC RD
 - 2A - AUBURN RD TO I-75
 - 2B - I-75 / JACARANDA BLVD
 - 3 - BORDER RD TO MYAKKA RIVER
 - 4 - SOUTH VENICE AVE
 - 5 - LAUREL RD MIXED USE
 - 6 - PINEBROOK RD
 - 7 - AUBURN RD
 - 8 - GULF COAST BLVD



Legend

- City Boundary
- Potential Complete Streets
- Neighborhood Boundary**
- Neighborhood Boundary
- Potential Annexation Areas JPA/ILSBA

DRAFT

Multimodal System Operations

Intent TR 1.4 – Multimodal System Operations.

The City will ensure that the transportation system addresses the community's development needs, service standards, and financial capabilities. (*Rel. Transportation Objective 3*)

Strategy TR 1.4.1 – Management Strategies

The City will utilize management strategies to improve its multimodal system and such efforts should be coordinated with the Sarasota County, FDOT, and the Sarasota/Manatee Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP). These efforts include: (*Rel. Transportation Policy 3.1*)

- A. Coordination of cross jurisdiction and different facility type projects (i.e. road improvements with streetscape, stormwater, and utility enhancements).
- B. Implementation of advanced traffic management systems (ATMS).
- C. Ensure safety considerations in the siting and design of roadways.

Strategy TR 1.4.2 – Multimodal Planning

The City will maintain an inventory of facilities conditions and needs through the annual update to the Capital Improvement Schedule. Such efforts should be coordinated with the Sarasota/Manatee Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) and should include the following information. (*Rev. Transportation Policy 3.3*)

Strategy TR 1.4.3 – Long-Range Multimodal Planning

The City shall in coordination with the Land Development Code and development review processes, require large scale comprehensive plan amendment petitions to prepare an analysis of short term (5-years) and long term (10-years) transportation analysis. The City shall evaluate such analysis according to the following concerns: (*Rev. Transportation Policy 3.7*)

- A. Access management, right-of-way acquisition, and capital improvement programming.
- B. Vision, Intent and Strategies established in the City of Venice and Sarasota County Transportation and Capital Improvement Elements.
- C. The provision of an updated transportation timeline for any planned improvements or construction identified therein by the developer.

Mobility Development Coordination

Intent TR 1.5 – Mobility Development Coordination.

The City understands the necessity to coordinate transportation facility and infrastructure needs with development demands to minimize the negative impacts to existing or proposed roadways within the City and its natural environment. (*Rev. Transportation Objective 1*)

Strategy TR 1.5.2 – Mobility Plan and Mobility Fee



The City shall coordinate with Sarasota County to establish a mobility plan to assess development an appropriate fee that will provide mobility for and mitigate its impact to the multi-modal transportation system. *(New)*

Strategy TR 1.5.2 – Mobility Development Coordination

The City through the Land Development Code and review process shall ensure that new developments analyze their future mobility impacts on the transportation system. Considerations shall include: *(Rev. Transportation Policy 1.1)*

- A. Minimize or mitigate impacts of proposed developments on roadway operations.
- B. Promote accessibility between and within development areas, such as; activity centers/multimodal hubs and neighborhoods.
- C. Accommodate pedestrians, bicyclists, transit riders, and motorists through complete streets design principles.
- D. Address safety issues for all modes of travel.

Strategy TR 1.5.3 – Developer Improvements for Safe and Adequate Access

Consistent with the Infrastructure Element, the City shall utilize developer agreements to ensure new development, infill, and redevelopment projects provide safe and adequate access to the development. Agreements shall be utilized to acquire and expand existing and new transportation facilities including: *(Rev. Transportation Policy 1.2)*

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

Strategy TR 1.5.4 – Mobility for Aging Population

The City will consider the needs of its aging and disabled populations to enabling the mobility of residents of all abilities and encouraging aging-in-place. Such mobility improvements include longer pedestrian crossing times, wider sidewalks, off-road paths for electric scooters (i.e., wheelchairs) or neighborhood Electric Vehicles, and approaches. *(New)*

Strategy TR 1.5.5 – Siting Considerations

The City shall utilize the following criteria to establish appropriate locations for all new transportation infrastructure systems and facilities: *(Rel. Transportation Policy 1.4)*

- A. Land uses in surrounding area.
- B. Vehicle trips per day.



- C. Congestion constraints.
- D. Funding.
- E. Right-of-Way availability.
- F. Safety of people using all modes of transportation.

Strategy TR 1.5.6 – Accessory Facility Standards

The City shall utilize the Land Development Code and review process to determine accessory transportation needs including: [\(Rel. Transportation Policy 1.5\)](#)

- A. Parking.
- B. Right-of-ways.
- C. Streetscape.
- D. Street trees and landscaping.
- E. Stormwater systems.
- F. Utility infrastructure.

Strategy TR 1.5.7 – Buffering and Landscaping Considerations

The City shall utilize the Land Development Code and review process to buffer residential areas from major transportation systems (Freeway and Arterial roadway classifications). Criteria include: [\(Rel. Transportation Policy 1.6\)](#)

- A. Visual appeal of roads, bus shelters, and other facilities to the surrounding area.
- B. Potential noise, unattractive views, and nuisance issues associated with the roadway.
- C. Florida Friendly landscaping practices such as use of native vegetation materials.

Strategy TR 1.5.8 – Environmental Impacts

The City shall utilize the Land Development Code and development review process to minimize transportation infrastructure impacts on the environment by addressing the following concerns: [\(Rel. Transportation Policy 1.7\)](#)

- A. Stormwater runoff and flooding.
- B. Extensive impervious surface areas.
- C. Habitat fragmentation (wildlife connectivity).
- D. Preservation of existing shade trees.
- E. Minimizing fossil fuel consumption and impacts on air quality.

Airport Operations and Facilities

Intent TR 1.6 – Airport Operations and Facilities.

The City will continue to operate and maintain the Venice Municipal Airport as a general aviation facility in accordance with FAA and FDOT standards and requirements. [\(Rel. Transportation Objective 4\)](#)

Strategy TR 1.6.1 – Airport Zoning



As required by Florida law, the City shall amend its Land Development Code to include criteria which addresses compatibility of lands adjacent, or in close proximity, to the Airport (airport zoning Reference, Chapter 333, Florida Statutes). *(Rel. Transportation Policy 4.1)*

Strategy TR 1.6.2 – Airport Area Development Coordination

The City shall utilize the findings and recommendations within the Venice Municipal Airport Master Plan so that developments in the airport vicinity meet local, state and federal airport regulations for land use and zoning compatibility. *(Rel. Transportation Policy 4.3)*

Strategy TRS 1.6.3 - Federal and State Aviation Standards

The City shall coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development. *(Rel. Transportation Policy 4.4)*

Note: Previous Objective 5 Regional Coordination, and subsequent Policies have been relocated into the Intergovernmental Coordination Element. Previous Policies 2.2, 2.3, 2.4, 3.6, and 3.8 have been removed entirely as they are made obsolete by the adoption of a Mobility Fee system.

