Transportation Concurrency and Level of Service

Transportation concurrency is a process to ensure that new development does not occur unless adequate transportation facilities are in place to support growth. Local governments must define what constitutes an adequate level of service (LOS) for the transportation system, and measure whether the service needs of new development exceed both existing capacity and scheduled capital improvements for some time period. As part of the 2011 Community Planning Act, transportation concurrency was made optional for local governments. If a local government elects to retain transportation concurrency, it must provide the opportunity for development to mitigate its impacts through proportionate fair share.

Characteristics of Level of Service classifications (measured at PM peak hour only):

- LOS A: Free flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. LOS A generally occurs late at night in urban areas and frequently in rural areas.

- LOS B: Reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort.

- LOS C: Stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Posted speed is maintained. This is the target LOS for some urban and most rural highways.

- LOS D: Approaching unstable flow. Speeds slightly decrease as traffic volumes slightly increase. Freedom to maneuver within the traffic stream is much more limited. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive costs and societal impacts in bypass roads and lane additions.

- LOS E: Unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. This is a common standard in larger urban areas, where some roadway congestion is inevitable.

State Statute provides that *The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified pursuant to the requirements of s. 163.3177(3). (§163.3180(1)(b))*

This means that the City cannot adopt, for example, a LOS C for the purposes of enforcing concurrency on new development if that standard is not realistic based on existing conditions, and if the City's Comprehensive Plan identifies projects needed to meet this requirement that are not funded. In addition, the City cannot hold the developer responsible to address *existing* transportation deficiencies. For example, if the community desires wider roads, the City must place such road projects in its CIP plan and allocate the necessary funding to construct them. Then, when a developer's proposed project adds trips to a road operating at the adopted LOS, the developer pays for the new trips they add to the system. If the roadway is already considered deficient, it is not the developer's responsibility to cure the deficiency—That requirement falls on the City of Sarasota.

If the City chooses to adopt and enforce a LOS C for City-maintained roads, it would essentially be required by State law to fund the projects needed to ensure these roads are operating at that LOS. Based upon the recommended roadway improvements to maintain current levels of service, roughly $85,000,000 worth of road widening projects needs to be added to the City's five (5) year CIP. Examples would include widening US 41 to six lanes, widening Fruitville Road, Siesta Drive, Bahia Vista Street and Orange Avenue (*Sarasota City Plan, Transportation Chapter, Appendix 4, Table 3*). Allocating funding to construct such roadway projects would require funds being redirected from other approved capital projects. Therefore, upon determining what the LOS should be at the most congested times of the day, City residents and Commissioners need to consider if there is a benefit to program and fund approximately $85,000,000 to widen roadways. These improvements are the City's responsibility today and not one that can be passed onto developers, as they would only be responsible to pay for the additional trips their project adds to the system (proportionate fair share).

The Concurrency Statute goes on to state, *An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts. ((§163.3180(5)(2)*

In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency [emphasis added]. *((§163.3180(5)(2)(b))*

What the above State Statute provisions essentially mean for the City of Sarasota is that it must allow a developer to satisfy transportation concurrency if the developer pays for their proportionate share of required improvements, irrespective if the road is considered to be deficient. When evaluating traffic impacts from a development, it is important to consider that necessary improvements to restore the LOS standard shall be assumed to be in place, per State Statute, and the developer would only be responsible for their proportionate share of costs for the additional improvements needed due to their specific project impacts.

The 2014 Vue project approval at the US 41 & Gulfstream intersection highlights these State Statute provisions. Based on the technical traffic study, the Vue project added 186 trips to a deficient road and was not required to make any roadway improvements. To further illustrate, if the City has an adopted LOS D for US 41 & Gulfstream and the intersection is already failing, then:

1) It is the responsibility of the City to improve this intersection so that it functions at the adopted LOS D.

2) If these improvements have not been made, a project traffic study would assume the improvements are in place (consistent with State Statute) and then determine if, when operating properly, the new development would result in a deficiency of operation for the roadway/intersection. For the Vue project, it was determined that if the intersection operated at a LOS D, the increased number of trips associated with the project would not cause the intersection to fall below this LOS; thus no mitigation improvements were required.

3) If the Vue project would have caused the intersection to no longer operate at the adopted LOS, per the results of the traffic study, then the needed improvements and associated costs to address the deficiency

would be determined. The developer would still be required to pay only their share of these improvements, but not necessarily construct the improvement. Once they have done so, then the City must consider that the developer has satisfied their transportation concurrency requirements.

Below are the LOS standards in place today for the City of Sarasota:

- LOS C on all County-maintained roads in the City
- LOS D on all City-maintained roads
- LOS D on all State-maintained roads in the City which are classified as major arterial or interstate connectors
- LOS E on all State maintained roads in the City which are not major arterials or interstate connectors

What is proposed to be changed:

- Adopted LOS from C to D on all roadways outside Downtown
- LOS E for all roadways within the Downtown

As noted earlier, the City is responsible to fund and build the necessary improvements so roadways operate at the adopted LOS for the most congested times of the day. Based on this, a more sustainable LOS classification for the City of Sarasota is LOS D. LOS D is an appropriate balance to keep traffic moving, yet not placing too many cost prohibitive and financially unsustainable resources for capacity enhancements that would result in a suburban-type road. Moreover, there are very few locations where the community has requested a road widening project to improve LOS. Rather, there is an effort to match resources to the types of projects in which the community has been supporting. Such project examples include sidewalks, bicycle lanes, multi-use recreational trails (MURT's), pedestrian sleeves, transit, and general streetscaping improvements. It cannot be overemphasized enough, *the developer is not responsible for improving existing streets/intersections so they may operate at the adopted LOS, it is the City of Sarasota's responsibility.* The central question for the community: *Should $85,000,000 in public funds be used to strictly widen roads to operate at the adopted LOS rather than directed to approved capital improvements for parks, MURT's, streetscaping, sidewalks, bike lanes, transit, etc., in addition to road improvements?*

Mobility Districts and Traffic Studies

During the last Comprehensive Plan update in 2008, the City of Sarasota identified the need to develop a citywide strategy for enhancing the mobility options of all users. The 2008 Comprehensive Plan recognized that road widening projects can have a negative impact on urban neighborhoods and the environment and that a new approach to both manage traffic concurrency and facilitate redevelopment throughout the city is needed. The City also recognized the need to apply land use and mobility strategies to encourage such desired redevelopment in targeted areas of the city. This continues to be supported through the work of the City's Urban Design Studio (UDS) related to land use and thoroughfare analysis.

Sarasota's Citywide Mobility study is an initiative to integrate land use, transportation system planning and design, and transportation funding to help achieve these goals. The primary strategy is to create the foundation for prioritizing multimodal projects and developing an incentive-based development review process to encourage infill and redevelopment in specific areas.

Mobility Districts

The adopted Future Land Use Map (FLUM) and previous planning initiatives have targeted certain areas in the City for infill and redevelopment. As redevelopment is expected to bring an increase in population and employment, mobility will continue to be a critical issue. Mobility must be addressed both on a citywide level and within specific infill and redevelopment areas. As part of this assessment process, a detailed review of the City's existing and future land use patterns was undertaken during the Mobility Study. The existing land use provides an understanding of the City's development patterns, while the FLUM provides a framework of the City's vision for future redevelopment. This helps to ensure that the recommendations for mobility districts are consistent, rather than in conflict, with this vision. The current work of UDS affirms the proposed mobility district areas and ensures they are consistent with planning efforts.

The City of Sarasota adopted the current *Sarasota City Plan* (Comprehensive Plan) in 2008. The land use patterns identified in the FLUM provide a guide for where future mobility alternatives should be considered or enhanced. For example, the FLUM identifies activity centers, mixed-use areas, and commercial corridors that are ideal for targeting mobility enhancements. In addition, the FLUM identifies areas considered "single-use" (typically low density, single-family), where land use patterns may not support alternative mobility options other than bicycle and pedestrian facilities.

The current FLUM has been carefully developed by staff, vetted by the public, reviewed by state and local agencies, and ultimately approved by local policymakers. As such, it is appropriate to use the FLUM as the base guide in developing mobility districts. Below are the three proposed mobility districts:

1) Downtown Mobility District

Although it is a relatively small geographic area, Downtown Sarasota is the employment and commercial focal point in Sarasota, serving as the major urban/activity hub within the city, as well as a countywide and regional attractor. This district includes the areas generally found within the Downtown Bayfront, Downtown Core, and Urban Edge Future Land Use Categories. The Downtown is and will remain the highest-density and intensity area within the city. The Downtown produces, on average, the highest taxable value per acre within the city and is therefore a considerable revenue generator. The mix and design of uses, grid network, location of the main transit transfer station, and existing multi-modal networks enable the Downtown to not only be conveniently served by transit, but also function as a highly walkable and bikable area. The development goal of the Downtown is

continued infill, redevelopment, and diversification of uses; however, as population and employment growth continue to rise within this area, increased attention to alternative transportation modes is needed.

2) Commercial Corridors and Centers Mobility District

Commercial corridors and town centers are identified as areas that have the potential to be urban/activity hubs outside of Downtown. The district typically includes properties in and around commercial corridors. These areas are envisioned to have a mix of commercial and residential uses, highly walkable and bikable, as well as supportive of higher-capacity transit. Residential uses typically include townhouses, rowhouses, and apartments, as well as single-family homes on smaller lots on the periphery of the center. First-floor commercial uses, offices, and retail under apartments and condominiums make up the core of a town center. Commercial corridors are identified where areas of concentrated development could provide a linear connection between different parts of the city, thereby providing a link between areas of more intense development. The land uses and non-single use depths along commercial corridors may be varied and include a wide range of densities, depending upon the character of the corridor and the surrounding area. However, they typically consist of a variety of low and mid-rise buildings with a mix of employment and residential uses. Commercial corridors and centers should be pedestrian and bicycle-friendly and provide the framework for future transit service or improvements.

3) Single-Use Mobility District

Single-use areas are the remaining portions of the city that are not within other district/sub-district types. They consist primarily of single-family residential and some lower-intensity office and commercial uses. They are walkable, bikable, and may support some level of transit. Infill and redevelopment on a lower intensity scale may be permitted, as long as the character and livability of the neighborhood is not disrupted. These areas should be protected from intrusion of high-speed commuter traffic by incorporating traffic management measures such as signage, landscape design, roadway design, and, if necessary, traffic calming measures. Special attention should be paid to ensure that a compatible transition exists between the single-use areas and the other mobility districts. This transition could be achieved using building setbacks, building height limitations, and design elements such as landscaping, building orientation and massing, lighting, and the location of parking.

The three mobility districts are shown in the attached graphic.

Development Review Process—Traffic Studies

Current Process:

The City of Sarasota has a transportation concurrency process in which a traffic study is required to quantify the impacts of a proposed development's traffic on the city's road network. The traffic study is used to determine, if, upon approval, traffic generated by the development will reduce the level of service on roadways below their adopted standards.

A de minimis project is one where a proposed development's traffic generation is projected to be so low (less than 1%) that the impact is negligible and no mitigation or further action is needed to receive a certificate of concurrency. If a proposed project contributes more than 1% additional traffic to a street based on Institute of Transportation Engineers (ITE) Trip Generation Manual standards, then a traffic study is required under the current process. The traffic study requires information on the project details and site plan, as well as study of the existing traffic conditions, projected traffic generation and distribution, available existing and committed capacity, and traffic circulation/access management. The traffic study evaluates projects assuming the roadways are operating at the City's adopted level of service (per State Statute) and determines if the impact of the proposed project

degrades the system, dropping it below the adopted level of service. If so, roadway and intersection improvements are identified within the study to help traffic flow more freely at the most congested times of the day. If an improvement is required based on the results of the traffic study, then the developer pays their fair share of the improvements in order to maintain the level of service to satisfy concurrency requirements. *NOTE: The developer is not responsible for improving existing streets/intersections that currently do not operate at the adopted level of service; it is the City of Sarasota's responsibility.*

Proposed Process:

While traffic studies would continue to be required for certain-sized projects, a trip generation threshold to determine when a traffic study is needed would be established for each mobility district. The threshold numbers are based on an analysis of the last twelve years of development projects where a traffic study was required. The analysis identified at what level traffic generated by the development project was significant enough to impact the road network and require an improvement or proportionate share payment, versus those projects where the traffic generation was not significant and only required payment of the impact fee. Even though these development projects were obligated to perform a comprehensive traffic study, many of them were not required to pay for and construct roadway improvements as they did not significantly degrade level of service standards. As such, these traffic studies generated little to no benefit to the public, developer or staff, and, in a sense, engendered a false expectation to the general public in that no tangible roadway improvement was required to be constructed (See summary table of recent project examples on page 5.). Furthermore, when a roadway improvement was actually required, most of the improvements recommended by the traffic studies included costly road widening projects, which typically have not been supported by the community.

When a development is completed, the developer pays for their added trips based on the use(s) and this money goes to fund multimodal projects listed in the CIP, as long as the number of trips is below the threshold for that district. However, if the number of trips is more than the threshold, then a traffic study is required to determine the extent of the impact on the roadway system. Based on the results of the traffic study, the developer would then pay their share of the recommended roadway improvements. As is the case today, the developer would pay the greater amount of either the cost for their added trips or the cost of their share of roadway improvements, but not both.

The proposed thresholds have been developed for each mobility district to set the bar at a level where it is unlikely that if a study were required, the outcome of the study would result in developer obligations above and beyond payment of the multimodal fee. The analysis for previous development projects within the downtown area found projects that generated on average 250 or less trips were not required to fund any type of roadway improvement related to the proposed development, based on the results of the traffic study. Those projects exceeding a 250 trip generation typically had to fund some sort of roadway improvement after completing a traffic study. Under the proposed process, a development project in the Downtown Mobility District adding less than 250 trips would still be required to pay the multimodal transportation impact fee, but would not need to perform a comprehensive traffic study. The analysis found that for the proposed Commercial Corridors and Centers Mobility District, the trip generation threshold number was at 100 to expect a benefit and recommended improvement(s) upon completion of a traffic study. For the Single Use Mobility District, the trip generation threshold number was at 50. It should be noted that the trip generation threshold numbers are based on added new trips within a specific time of day, referred to as PM peak, which is generally between 4:00 PM—6:00 PM.

Staff has observed that while the developer is unsure what to expect, the community has been equally unsure and with the changes in the State law, the findings have been frustrating for many. If the proposed trip generation

threshold numbers for the mobility districts are adopted, it should provide another layer of predictability for all those involved related to where and when additional roadway improvements are required.

The proposed process still obligates the developer to pay the multimodal transportation impact fee (adopted October 1, 2014 by the City of Sarasota) and evaluate and address driveway/site access and site design requirements, even if no traffic study is required. There is no proposal to waive any of these fees. It should also be noted that all development projects must still meet all applicable Zoning Code and Engineering Design Criteria Manual (EDCM) criteria otherwise needed for approval.

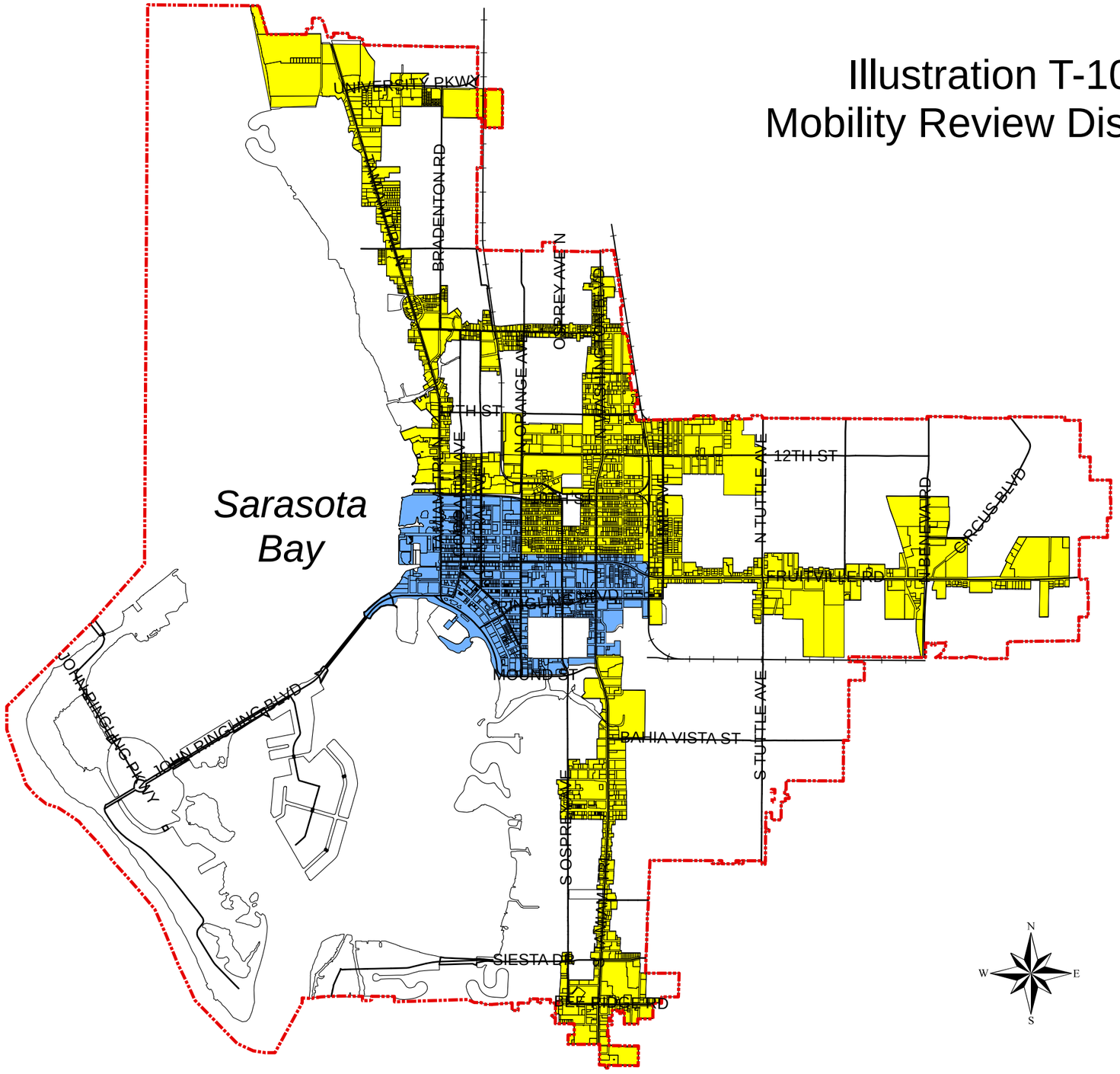
The cost of a trip on the system is based on a project's proposed use(s) and is adopted under the multimodal transportation impact fee, which the City has the sole authority to set. This fee is now able to fund multimodal capacity projects the community supports for pedestrians, cyclists, and transit riders, in addition to capacity improvements for drivers. This provides a level of predictability for the community (and developer) regarding the future transportation improvements as such projects, based on community input, would be adopted into the CIP.

The 2011 Community Planning Act, as well as environmentally/financially unsustainable road widening projects identified in the Comprehensive Plan, are factors in modifying the approach to transportation concurrency. If nothing is done, recommended improvements from traffic studies will continue to result in programming costly road widening projects in order to meet conventional levels of service and the City will be obligated to fund most, if not all, of these improvements. The new approach is simply a tool to better direct developer funds (multimodal transportation impact fees) towards projects the community desires.

Summary of recent traffic studies:

Date	Project Name	Location	Trips added	Findings
10/29/13	Fifth St Parking Lot (Rezone)	1435 Fifth Street	35	The project met the City's transportation concurrency requirements and no mitigation improvements were required.
5/22/14	State St Garage	1538 State St	152	The project met the City's transportation concurrency requirements and no mitigation improvements were required.
5/24/14	The Vue	US 41 and Gulfstream Ave	186	The project met the City's transportation concurrency requirements and no mitigation improvements were required.
7/10/14	Embassy Suites	US 41 and 2nd St	95	The project met the City's transportation concurrency requirements and no mitigation improvements were required.
In process	Taco Bus	1548 Main St	27	Expected to meet the City's transportation concurrency requirements with no mitigation improvements required.

Illustration T-10
Mobility Review Districts



Mobility Review Districts

- Downtown
- Centers and Corridors
- Parcels
- Major Roads
- Railroads
- City Limit

Single-Use Neighborhood parcels are not displayed.

0 2 Miles

August 26, 2014

CCNA Multi-Modal Transportation Ad Hoc Committee--Questions

1) ZONES

A. How were the mobility zones determined?

A detailed review of the City's existing and future land use patterns was undertaken. The existing land use provides an understanding of the city's development patterns, while the Future Land Use Map (FLUM) provides a framework of the City's vision for future redevelopment. This helps to ensure that the recommendations for mobility districts are consistent, rather than in conflict, with this vision. The current work of City's Urban Design Studio (UDS) affirms the proposed mobility district areas and ensures they are consistent with planning efforts related to land use and thoroughfare analysis.

The City of Sarasota adopted the current Sarasota City Plan (Comprehensive Plan) in 2008. The land use patterns identified in the FLUM provide a guide for where future mobility alternatives should be considered or enhanced. For example, the FLUM identifies activity centers, mixed-use areas, and commercial corridors that are ideal for targeting mobility enhancements. In addition, the FLUM identifies areas considered "single-use" (typically low density, single-family), where land use patterns may not support alternative mobility options other than bicycle and pedestrian facilities.

The current FLUM has been carefully developed by staff, vetted by the public, reviewed by state and local agencies, and ultimately approved by local policymakers. As such, it is appropriate to use the FLUM as the foundation in developing mobility districts.

Other factors/questions considered when evaluating mobility districts include:

- *Density/Intensity—Do adopted future land use classifications allow for densities (residential) and intensities (non-residential) that could effectively and efficiently support alternative modes?*
- *Diverse Land Use Mix—Do adopted future land use classifications allow/encourage an appropriate mix of complementary uses? Does the existing land use mix encourage the use of alternative modes?*
- *Access to Transit—Are the areas currently served by transit? What enhancements (improved frequency, premium transit), if any, are planned?*
- *Connectivity—Is the existing street pattern supportive of alternative modes, especially as it relates to walkability and bikability?*
- *Development Potential—Is there a sufficient amount of underdeveloped land to attain the desired levels of activity, intensity, and density to support multimodal transportation without disrupting the character of the surrounding neighborhoods?*

B. Are there exceptions within a zone?

Modifying the City's transportation review and mitigation requirements can attract appropriate development in areas where the existing and envisioned multimodal transportation system is

better able to provide for mobility, while discouraging development that may generate out-sized impacts—especially in lower-density neighborhoods. Incentivizing development in specific areas, consistent with the land use vision, also provides economic benefits, such as further diversification of the tax base which can help to support operation and maintenance of transportation investments as well as other community priorities. The idea is to encourage the right development in the right location and preserve the character of lower density neighborhoods. To protect lower density areas from large-scale development impacts, especially when multimodal options are presently lacking and not contemplated in the near-term future, it may be appropriate to retain some level of a transportation concurrency approach to assessing and mitigating development impacts.

C. Does one size really fit all within these zones?

Staff believes the proposed threshold trip generation numbers requiring a traffic study for each mobility district are a logical starting point based on the analysis of previous development projects that were required to perform a traffic study, but were not obligated to make any roadway improvements. The threshold numbers can be adjusted, if necessary.

D. What is best practice for context sensitive transportation policies next to neighborhoods?

These areas should be protected from intrusion of high-speed commuter traffic by incorporating traffic management measures such as signage, landscape design, roadway design, and, if necessary, traffic calming measures. Special attention should be paid to ensure that a compatible transition exists between the single-use areas and the other mobility districts. This transition could be achieved using building setbacks, building height limitations, and design elements such as landscaping, building orientation and massing, lighting, and the location of parking.

2) TRIP THRESHOLDS

A. How were trip number thresholds determined for each zone?

While traffic studies would continue to be required for certain-sized projects, the proposed trip generation threshold to determine when a traffic study is needed would be established for each mobility district. The threshold numbers are based on an analysis of a sample of the last twelve years of development projects where a traffic study was required. The analysis identified at what level traffic generated by the development project was significant enough to impact the road network and require an improvement or proportionate share payment, versus those projects where the traffic generation was not significant and only required payment of the impact fee. Even though these development projects were obligated to perform a comprehensive traffic study, the majority of them were not required to pay for and construct roadway improvements as they did not degrade level of service standards. Furthermore, when a roadway improvement was actually required, most of the improvements recommended by the traffic studies included costly road widening projects, which typically have not been supported by the community.

These traffic studies generated little to no benefit to the public, developer or staff, and, in a sense, engendered a false expectation to the general public in that no tangible roadway improvement was required to be constructed. Based on State Statute, the developer is not responsible for improving existing streets/intersections so they may operate at the adopted level of service; that is the City of Sarasota's responsibility. When evaluating traffic impacts from a development, it is important to note that necessary improvements to restore the roadway level of service standard are assumed to be in place, per State Statute, and the developer would only be responsible for their proportionate share of costs for the additional improvements needed (if any) due to their specific project impacts.

The thresholds have been developed for each mobility district to set the bar at a level where it is unlikely that if a study were required, the outcome of the study would result in developer obligations above and beyond payment of the multimodal fee. The analysis for previous development projects within the downtown area found projects that generated on average 250 or less trips were not required to fund any type of roadway improvement related to the proposed development, based on the results of the traffic study. Those projects exceeding a 250 trip generation typically had to fund some sort of roadway improvement after completing a traffic study. Under the proposed process, a development project in the Downtown Mobility District adding less than 250 trips would still be required to pay the multimodal transportation impact fee, but would not need to perform a comprehensive traffic study. The analysis found that for the proposed Commercial Corridors and Centers Mobility District, the trip generation threshold number was at 100 to expect a benefit and recommended improvement(s) upon completion of a traffic study. For the Single Use Mobility District, the trip generation threshold number was at 50. It should be noted that the trip generation threshold numbers are based on added new trips within a specific time of day, referred to as PM peak, which is generally between 4:00 PM—6:00 PM.

B. How does this compare with other small cities?

There are not many available examples. A number of local governments in Florida, such as the City of Bradenton, have opted-out of concurrency. Bradenton now requires the developer to simply pay the required impact fee without any type of traffic study, irrespective of the proposed use(s), location, density, and intensity of the project (assuming land development codes are met).

3) Will the City develop a prioritized list of multimodal projects for each zone? (There should be substantial public input in developing those lists.)

Yes. Based on community input over the years, there are already a number of programmed Capital Improvement Program (CIP) projects considered to be multimodal and eligible for funding under the recently adopted Multimodal Transportation Impact Fee (MMTIF). Some of these projects stem from the Bayfront Connectivity Plan, the conceptual multimodal network connectivity plan related to the Mobility Study, and the Sarasota-Manatee Metropolitan Planning Organization's Bicycle, Pedestrian, and Trails Master Plan. Please see attached map of future multimodal capital projects. The City will continue to solicit input from the public in developing and updating its annual 5-year CIP plan.

4) FINANCIAL IMPACT

A. What is the financial impact to the City (actually the residents) of switching from the old system to this new approach?

The financial impact is expected to be much improved for taxpayers and there will be a wider variety of transportation improvement options. The City would no longer be required to unreasonably bring its roadways up to a conventional level of service standard (road widening) based on the previously adopted transportation concurrency model. Such a model requires that the level of service essentially dictate the need and associated cost for road widening improvements without taking into consideration other modes of transportation. This could result in a savings of up to $85 million as road widening projects with related right-of-way acquisition identified in the Comprehensive Plan would no longer be required to be constructed. This savings would also mean that other CIP projects would remain funded as dollars would not have to be diverted from these projects to fund expensive road widening initiatives required to maintain previously adopted levels of service. Please see table on page 7 listing existing road capacity projects referenced in the Comprehensive Plan.

B. Has the City looked at the costs incurred by developers in the past when mitigation was required (e.g.: right turn lanes, extra signaling, etc.)?

Due to changes in State law (2011) coupled with the timing of the Great Recession, there are no applicable examples within the current regulations which can be cited.

C. Will those costs still be covered?

Yes. Any changes to the development review process will still require the developer to pay their calculated multimodal transportation impact fee based on the proposed use(s). There is no proposal to waive any multimodal transportation impact fee required to be paid by the developer. In fact, now that the City of Sarasota no longer has a Road Impact Fee Interlocal Agreement with Sarasota County and has created its own Multimodal Transportation Impact Fee Program, effective October 1, 2014, the City Commission has the sole authority to amend the fee schedule and adjust rates accordingly. In addition to road capacity projects, improvements for pedestrians, cyclists, and transit riders can now be funded through this program. The proposed process change is that a detailed traffic study of a development's transportation impacts would not have to be conducted, provided the development's trip generation is below the established threshold of the applicable mobility district.

By allowing development to simply pay the multimodal transportation impact fee in certain situations, the development review process is a little more efficient and predictable, providing both a timing and financial incentive to the developer if the project is in the appropriate area and of the appropriate scale. This is helpful for the City as the continual management of traffic studies can be onerous, and with limited resources and minimal expected benefits, this may not be the best area to direct resources. This new approach would enhance mobility while not sacrificing placemaking principles desired by citizens. Prior to any final approvals, the developer is still required to address driveway/site access and circulation (for all transportation modes) and must meet all applicable Zoning Code and Engineering Design Criteria Manual (EDCM) criteria.

Conversely, a disincentive for intense new development in single-use (typically low density, single-family) areas is also created through this approach by setting a much lower trip threshold to require a detailed traffic study. Such a study takes much more time, is of greater expense, and can lead to uncertainty for the developer in terms of what roadway improvements, if any, may be required and the associated costs in constructing them. It can also add an additional process in that if a roadway improvement identified in the traffic study is not in the existing CIP plan, the City Commission must approve amending the CIP to include that roadway improvement.

D. If developers don't pay for those "improvements," then the taxpayers will have to. How much will that be?

Under both the old method and proposed one, developers will contribute toward their share of improvements through payment of multimodal transportation impact fees. The old concurrency method would continue to direct these fees toward road widening projects while the new method would allow for flexibility in allocating these fees toward a variety of transportation improvement projects for all users. Other funding sources for such improvements include surtax dollars, and state and federal funding.

Encouraging compact mixed-use development in the downtown will positively impact revenues as these projects consume less land, have relatively low public infrastructure costs and have a higher return than single-use areas in more suburban locations. A 2010 tax revenue study led by former Sarasota County Smart Growth Director Peter Katz found that some suburban residential development can take 42 years to pay back the local government's infrastructure outlay versus just three years for a compact, high density urban residential building. "The rapid payback is due to the fact that taller, more compact buildings require less of the horizontal infrastructure (roads, water, and sewer lines) that government typically pays for. Vertical infrastructure (elevators, stair towers, conduit, and structural steel), by contrast, are paid for by the builder or developer. Thus, the more that government can induce the private sector to spend on a given parcel of land, the more it stands to gain long-term, when the development is complete and higher property taxes begin to flow in."

5. Can there be a mix of City-regulated concurrency (the old system) and multi-modal fees as part of the multi-modal approach? Please explain the logic and philosophy of the new and old approach.

Yes. Developments located in single-use areas could be required to have the strictest development review process to identify and mitigate substantial impacts to intersections or roadways. This development review process might mirror traditional concurrency to ensure that the impacts of proposed development would not reduce the level of service (LOS) below the adopted standard. For those roads previously meeting the adopted LOS standard, but that would degrade below the adopted LOS standard upon approval of a development, conventional mitigation in the form of proportionate fair-share could apply. However, that might result in the required widening of a road that the community/neighborhood may not desire.

The 2011 Community Planning Act, as well as environmentally/financially unsustainable road widening projects identified in the Comprehensive Plan, are factors in modifying the approach to transportation concurrency. If nothing is done, recommended improvements from traffic studies will continue to result in programming costly road widening projects in order to maintain levels of service and the City will be obligated to fund most, if not all, of these improvements through multimodal

transportation impact fees, surtax dollars and state and federal funds. Per State Statute, the City cannot require the developer to address existing transportation deficiencies as they are not responsible for improving the road system so it may operate at the adopted level of service—This responsibility falls on the City of Sarasota.

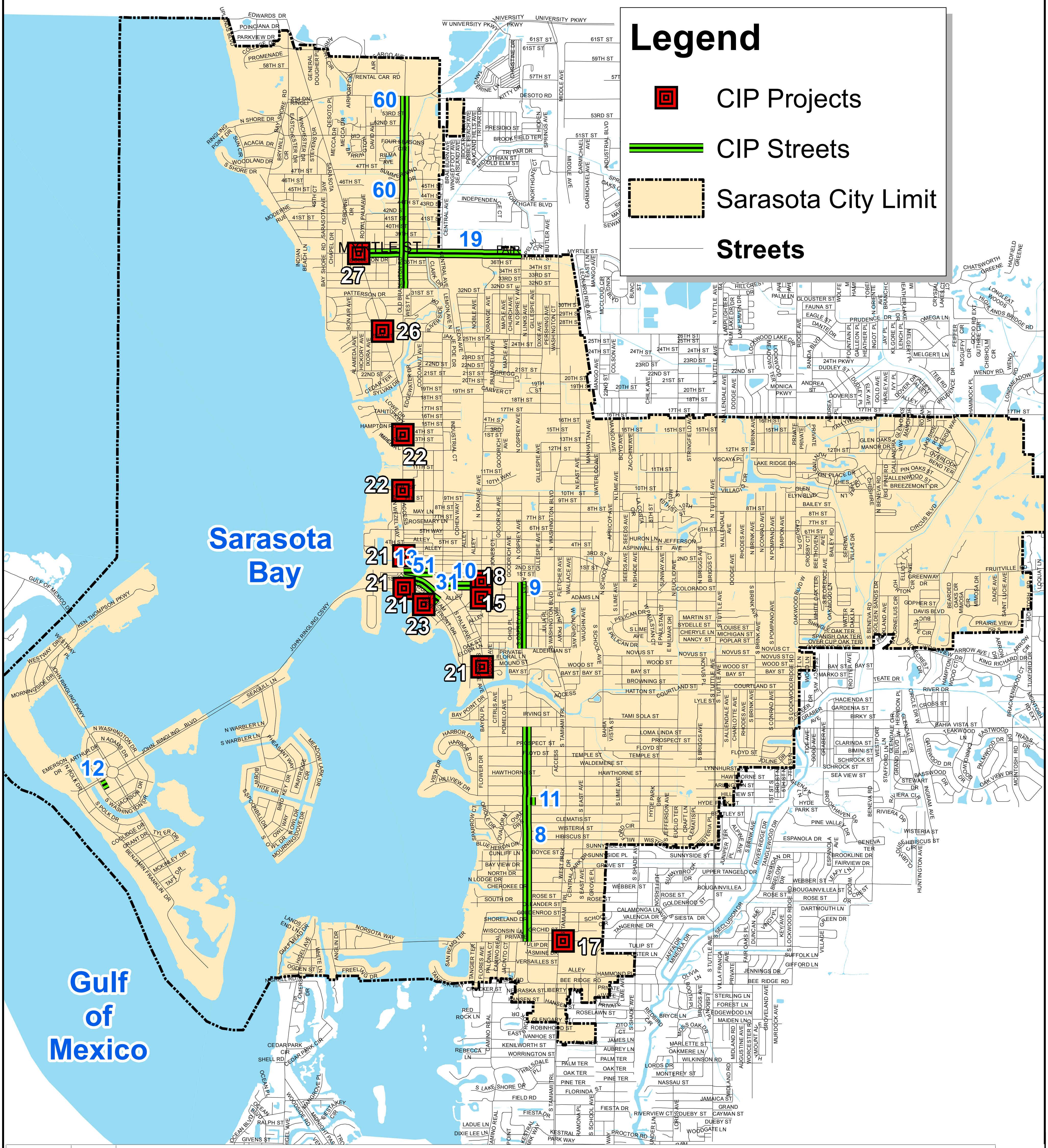
The new approach is simply a tool to better direct developer funds (multimodal transportation impact fees) towards projects the community desires and ensures that all transportation modes (not just vehicles) are considered in future improvement projects and levels of service measurement.

6. Ultimately the residents will deal with the amount of traffic on the roads. How will the City establish goals for road capacity and monitor the progress (or lack of progress) in achieving those goals? The same question applies to bike, bus etc. capacity.)

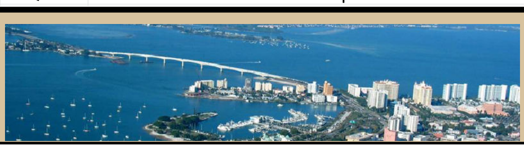
Road capacity can now be monitored through the Advanced Management Traffic Systems (ATMS) program and traffic counts can be regularly performed to review levels of service. The threshold figures for the mobility districts could be established in the City Code or in a technical manual and be evaluated every few years for any adjustments.

Capacity Projects Identified in Comprehensive Plan *(Table 3, Appendix 4 of Transportation Chapter)*

Street	From	To	Lanes added	Project length (miles)	Lane miles added	Estimated Cost
University Parkway	US 41	Bradenton Road	4 to 6	0.61	1.22	$4,636,000.00
US 41	University	Myrtle St	4 to 8	1.03	4.12	$15,656,000.00
US 41	10th St	Orange Ave	4 to 6	1.1	2.2	$8,360,000.00
US 41	US 301	Bee Ridge Rd	6 to 8	1	2	$7,600,000.00
US 301	12th St	US 41	4 to 6	1.52	3.04	$11,552,000.00
17th Street	Tuttle Ave	Beneva Rd	4 to 6	1.03	2.06	$7,828,000.00
Fruitville Road	Shade Ave	Beneva Rd	6 to 8	1.52	3.04	$11,552,000.00
Bahia Vista Road	US 41	Tuttle Ave	2 to 4	0.95	1.9	$7,220,000.00
Lockwood Ridge Road	12th St	17th St	2 to 4	0.25	0.5	$1,900,000.00
Orange Avenue	Fruitville Rd	US 41	2 to 4	0.71	1.42	$5,396,000.00
Ringling Causeway	Sunset Dr	US 41	4 to 6	0.2	0.4	$1,520,000.00
Siesta Drive	Osprey Ave	US 41	2 to 4	0.2	0.4	$1,520,000.00
Total cost of projects to meet adopted LOS at PM Peak						**$84,740,000.00**



Rep Number#	CIP_Ref#	Project Description
8		Osprey Avenue Resurfacing (Bahia Vista to Siesta Drive)
9		Osprey Avenue Main to Alderman (RFP)
10		Alley - Behind Gator Club from Pineapple to Orange.
11		Alley - behind Hillview St. and perpendicular to Osprey Ave.
12		Alley - St. Armands behind Tommy Bahammas
13	Q-41	1st Street Rennovations - Pineapple to US 41, both sides of street.
15	Q-40	Main Street Improvements - Roundabout Main Street and Orange Avenue. Project to incl
16	Q-22	Way Finding (Various locations City-wide)
17	Q-20	Siesta Drive Beautification and Roundabout (E. side of US 41)
18		Roundabout - Orange Avenue and Ringling Boulevard
19		Myrtle Street Project, Phase II (Osprey Avenue to US 41) Design of full road project to include sidewalks, bike lanes and lighting.
21		Roundabouts - Fruitville Road & US 41, US 41 & Gulfstream Avenue, Main Street & US 41, Orange Avenue & US 41
22	CI-20	US 41 & 10th St. and US 41 & 14th St. Roundabouts Signal timing, and construction of enhanced crosswalks.
23	CI-30	US 41 & Main Street - Pedestrian Improvements, roundabout & MURT
24	Q-38B	Main Street Improvements - Segment 3B From Goodrich Avenue
25	Q-39	Main Street Improvements - Segment 4 From Osprey Avenue to Washington Boulevar
26	CI-34	US 41 & Dr. Martin Luther King Jr., Way - Roundabout
27	CI-33	US 41 & Myrtle Roundabout
31		Alley S. of Main Sreet (between Palm & Gulfstream)
45	CI-7	Street Reconstruction (Resurfacing, Annual Contract) - Various locations throughout the City Milling and overlay of city streets to maintain a servicable roadway network.
46	Q-25	Old Bradenton Road Reconstruction (32nd Street to University Parkway) Reconstruct roadway. Project includes bike lanes, landscaped medians and sidewalks, and to be built using LID techniques.
47	CI-26	ATMS Signals City-wide; change out controllers, cabinets and conduit. And Osprey Avenue Corridor (LAP Project).
51	Q-34	North Palm Avenue Streetscape and nine ornamental lights (from Epicure to Cocoanut Avenue)



CIP Projects 2014

Date: 1/13/2015

0 0.175 0.35 0.7 1.05 1.4 Miles

CCNA Multimodal Transportation Ad Hoc Committee
Follow-Up Questions

1) TRANSPORTATION STUDIES: One reason given by the City for eliminating many transportation concurrency studies was because many are not useful and only suggest more roads, which people do not want. Can these studies be modified and customized to include multi-modal forms of transportation?

Below are some of the reasons not to eliminate, but to have thresholds for traffic studies:

For small businesses, a traffic study can be daunting. The cost of the study can be challenging for a small business and the six weeks (average time of a traffic study) of the unknown impacts can deter many of these businesses from considering the City of Sarasota. While a small business use will almost certainly not impact a road operating appropriately, it is hard for them to consider this implication when their financial viability hinges on the outcome. The larger developments typically have the ability to work through this effort and many have experience with traffic studies from previous ventures.

For smaller developments, the cost of the multimodal transportation impact fee is more than the proportionate fair share and most will not have a proportionate fair share requirement. If a proportionate fair share payment is required, then it is credited against the multimodal transportation impact fee and used for projects as noted below. If a multimodal transportation impact fee is paid without the traffic study, the fee would go toward the multimodal projects already approved by the Commission and listed in the CIP.

For the other modes of travel, currently the LOS is often based on existing facilities. A map is being developed to reflect existing and proposed facilities, which will eliminate the need to fund yet another study to depict, for example, a missing bike route segment. The City will be looking at revisions to traffic study requirements and an enhanced site plan review in order to address multimodal needs at both the site access and the regional mobility review levels.

2) ABILITY TO SAY NO: If the City believes a project is simply too large/intense for a particular location (but zoning would permit it), can the city say no:

1) under the current concurrency system?

2) under the proposed multi modal system?

3) under a multi modal system which retains some type of concurrency?

The City cannot say 'no' under any of the three scenarios referenced above. State law requires that the City allow the development to pay their proportionate fair share of costs related to specific project impacts, consistent with the above scenarios. If the proportionate fair share is cost prohibitive for the development, then that would effectively stop the development. The current law states that this is only for roads operating at the adopted LOS. As it stands now, the City has to "assume" the road operates at the LOS adopted in the Comprehensive Plan when evaluating traffic impacts from a proposed development, and the developer pays their proportionate fair share only if the development causes the road to then fall below that adopted level of service. What is being proposed is to adopt the existing operation (level of service) of the road so that future development can no longer further degrade the road and the City will no longer have to "assume" the road operates better than it does.

3) MULTI-MODAL CONCURRENCY: If we developed a multi-modal concurrency model, can road impact fees be used for multi-modal projects, or only for road projects?

Today, the City collects the multimodal transportation impact fees and if a proportionate fair share payment is not needed, the money will fund a multimodal project on the CIP list. If a traffic study is performed for a development project and it identifies specific transportation improvements for mitigation, and the cost of those improvements is more than the calculated multimodal transportation impact fee, then the development does pay their proportionate fair share to construct an improvement that will benefit a regionally significant transportation facility as identified in the study. If their share is less, the City would credit their proportionate fair share payment against their calculated multimodal transportation impact fee.

4) CIP LIST: Will there be a project list developed other than the CIP that will prioritize projects in line for multi-modal funding? Is this the list you are presently working on for the April public discussion?

The draft CIP list that will be available for the April discussion will include those projects where multimodal transportation impact fees have been identified as a funding source. Another list is expected to be available reflecting unfunded multimodal projects and seeking input on prioritizing such projects, as well as any new projects which may be generated by the public.

5) Will the Local Option Fuel Tax Fund be available for multi-modal projects, as well as the Multi Modal Transportation Impact Fees?

Local Option Fuel Tax (LOFT) dollars are able to fund multimodal projects, however, much of the LOFT funding has already been programmed for other transportation projects such as bridge refurbishment/replacement and road resurfacing.

Questions from the April 4, 2015 CCNA Meeting
RE: Multimodal Mobility Plan

1) Have you looked at how the state's adoption of a complete streets policy impacts or would help our own policy decisions?

Yes, staff has reviewed the Complete Streets Policy and has incorporated the concept of complete streets into the plan. Presently, the Engineering Design Criteria Manual (EDCM) reflects these ideas in the downtown area. The FDOT is working on an update to their complete streets policy in the form of a manual and when they finish, staff will incorporate these concepts into the EDCM update city-wide. The FDOT expects to have this completed in 2015.

2) There seem to be two messages. Alex talked about small businesses required to do expensive traffic studies and reducing the burden for traffic studies on small businesses. The draft recommendations say to reduce the number of trips per hour trigger points that would require traffic studies, capturing all projects predicted to pay a mobility fee. These two ideas appear to conflict. Can you explain?

For small businesses, a traffic study can be daunting. The cost of the study can be challenging for a small business and the six weeks (average time of a traffic study) of the unknown impacts can deter many of these businesses from considering the City of Sarasota. While a small business use will almost certainly not impact a road operating appropriately, it is hard for them to consider this implication when their financial viability hinges on the outcome. The larger developments typically have the ability to work through this effort and many have experience with traffic studies from previous ventures.

While traffic studies would continue to be required for certain-sized projects, the proposed trip generation threshold to determine when a traffic study is needed would be established for each mobility district. The threshold numbers are based on an analysis of a sample of the last twelve years of development projects where a traffic study was required. The analysis identified at what level traffic generated by the development project was significant enough to impact the road network and require an improvement or proportionate share payment, versus those projects where the traffic generation was not significant and only required payment of the impact fee. Even though these development projects were obligated to perform a comprehensive traffic study, the majority of them were not required to pay for and construct roadway improvements as they did not degrade level of service standards. Furthermore, when a roadway improvement was actually required, most of the improvements recommended by the traffic studies included costly road widening projects, which typically have not been supported by the community. These traffic studies generated little to no benefit to the public, developer or staff, and, in a sense, engendered a false expectation to the general public in that no tangible roadway improvement was required to be constructed.

Based on State Statute, the developer is not responsible for improving existing streets/intersections so they may operate at the adopted level of service; that is the City of Sarasota's responsibility. When evaluating traffic impacts from a development, it is important to note that necessary improvements to restore the roadway level of service standard are assumed to be in place, per State Statute, and the developer would only be responsible for their proportionate share of costs for the additional improvements needed (if any) due to their specific project impacts. With the enactment of this State Statute, rarely is there a project that is required to pay for specific improvements. Most projects will perform a traffic study and still just pay the multimodal transportation impact fee, but for very large projects, there could be significant system impacts. This is why some level of concurrency is being retained. If improvements are needed, then the developer would be required to pay their share of these improvements to address the trips they add to the improved network.

For information, staff has reviewed several recent projects and none of these had a specific improvement required. They will all have to pay multimodal fees, however. Below are examples:

Project Name	***Address***	***Project #***	***Net Trips Added To Network***
Sarasota Flats	*1401 Fruitville Rd*	*15-TSP-02*	*98.95*
The Pines	*1501 N. Orange Ave*	*14-TSP-21*	*332.59*
The Vue	*1 N. Tamiami Trail*	*13-TST-13*	*185.31*

The proposed trip generation thresholds have been developed for each mobility district to set the bar at a level where it is unlikely that if a study were required, the outcome of the study would result in developer obligations above and beyond payment of the multimodal fee. We understand the upper threshold is a concern, as is having only three tier options, so an alternative for consideration to better address these concerns will be discussed.

3) Functioning Grid—please comment on how a grid reduces congestion vs road widening.

In general, the goal of walkability and new urbanism is to have calm, context sensitive multi-modal streets, which means more connectivity at lower speeds for a functional grid. This works well for pedestrians and cyclists while still maintaining efficiencies for vehicles. SmartGrowth America has a detailed summary extolling the benefits of connected streets and it is attached on page 8.

4) If a former store is torn down, it decreases traffic. Now comes the new owner, where a traffic study is required. Does one take into account the difference? Or the total?

The traffic study will allow for full credit of the trips assigned to the former store if it was torn down no more than five years prior. After year five of the structure being razed, the credit is then reduced by 20% per year. This formula is expected to change as it currently incentivizes some dilapidated structures to

remain in place since the trips do not expire if the building is left standing, no matter how long it remains vacant.

5) When are traffic studies done, in summer, "in season," or both? Probably both should be required.

The traffic counts taken as part of the traffic study may be performed at any time and are based upon when the project is submitted for review. The counts are adjusted to reflect peak season as required by utilizing the FDOT seasonal adjustment factors.

6) How do we deal with Beneva and Fruitville? Beneva is a county road maintained by the city and Fruitville is a state road.

Beneva is a County road maintained by Sarasota County and as noted Fruitville is a State Road. Sarasota County does not have any plans to widen Beneva Road and the State does not have any plans to widen Fruitville Road. Both Sarasota County and the State are working to make the traffic signals on these corridors operate more efficiently.

7) Did I understand correctly? The traffic study on Fruitville & Beneva Roads showed it was a failed intersection. How, how can they widen Fruitville Road?

This question really gets to the point of the discussion and is precisely why changes are being proposed. If we continue to have an adopted LOS C for Beneva Road and a LOS D for Fruitville Road, then we need to determine how we make these roads operate at this higher LOS. There are ways to have that happen, but most of them would be very expensive, require property acquisition for additional right-of-way needs, and could make the area less pedestrian friendly by constructing an even wider roadway. If the LOS here is not adjusted, then the City of Sarasota (not the developer) would be legally required to make most of the necessary roadway improvements in order to meet concurrency.

8) How are service levels determined? Define levels A-F. Then, what is a failed road/ intersection?

There are different measures based on consideration for a road, a signalized intersection or a non-signalized intersection and examples of each are included on the following three pages.

LEVELS OF SERVICE

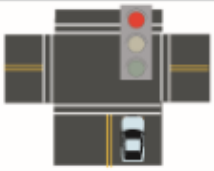
for Two-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		55+	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. **No delays**
B		50	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. **No delays**
C		45	Stable traffic flow, but less freedom to select speed, change lanes or pass. **Minimal delays**
D		40	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. **Minimal delays**
E		35	Unstable traffic flow. Speeds change quickly and maneuverability is low. **Significant delays**
F			Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. **Considerable delays**

LEVELS OF SERVICE

for Intersections with Traffic Signals

Level of Service	Delay per Vehicle (seconds)
A	≤10
B	11-20
C	21-35
D	36-55
E	56-80
F	>80



Factors Affecting LOS of Signalized Intersections

Traffic Signal Conditions:
- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

Geometric Conditions:
- Left- and right-turn lanes
- Number of lanes
- Etc.

Traffic Conditions:
- Percent of truck traffic
- Number of pedestrians
- Etc.

LEVELS OF SERVICE

for Unsignalized Intersections

Level of Service	Flow Conditions	Delay per Vehicle (seconds)	Technical Descriptions
A		<10	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. **Very short delay**
B		10-15	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. **No delays**
C		15-25	Stable traffic flow, but less freedom to select speed, change lanes or pass. **Minimal delays**
D		25-35	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. **Minimal delays**
E		35-50	Unstable traffic flow. Speeds change quickly and maneuverability is low. **Significant delays**
F		>50	Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. **Considerable delays**

9) Alex said we are "partially" retaining concurrency? What does that mean? What are we retaining and what are we getting rid of?

We will still retain a LOS for roads and will require projects of a certain size to do a traditional traffic study. We will propose an adjusted, realistic LOS in the Comprehensive Plan so we have a more accurate threshold in which to evaluate the operation of the network. Continuing to require traffic studies for larger projects will allow the City to measure effects to the system for those projects which might have a network impact.

10) Concerning large projects on the edge of neighborhoods, where two different zones meet: Can we adopt transportation study policies and/or zoning policies that look at the impact on neighborhood roads with the goal of maintaining quality of life for the neighborhood (i.e., not widening roads in single family zones just for a new project on the edge of the neighborhood.)?

Development standards, including height and density, are confined to land use and zoning policies. Part of the Urban Design Studio's ongoing work is to develop a form-based code to address the relationship between building facades and public spaces, the form and mass of buildings, and the scale and types of streets and blocks. Compatible transitions in neighborhood edge areas will continue to be a focus of UDS's work efforts.

Neighborhood roads (local streets) could be evaluated as part of a required traffic study. It is important to note, however, that most local streets in the City can typically accommodate up to 1,000 PM peak hour trips without triggering any sort of mitigation.

The transportation policy being proposed is to consider all modes of transportation in a context-sensitive environment when evaluating and planning for traffic impacts and to adjust the LOS based on changes to State law so that it will no longer dictate widening roads as the sole solution to maintain concurrency. State law effectively prohibits municipalities from denying development projects based on traffic impacts as long as the developer provides a proportionate fair share contribution (or constructs an improvement related to specific project impacts) to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.

Smart Growth America
Making Neighborhoods Great Together

Networks of Complete Streets

In many places built since the 1950s, roadway design usually means a system of widely spaced, large arterials fed by smaller roadways that rarely connect with each other. This system concentrates motorized traffic on a limited number of large roads, which causes longer, indirect trips and limits opportunities for alternate routes. Such a network makes it difficult for people who might walk, bike, or take public transportation because the indirect routes lengthen their trips and force them onto roads that are usually not designed for their safety or comfort. Public transportation also has a difficult time serving isolated neighborhoods with only one or two entry or exit points. So, people end up driving, even for very short trips.

Communities that have adopted Complete Streets policies sometimes struggle with retrofitting multi-lane arterials that must carry heavy automobile traffic but are also the only choice for bicycling, walking, and public transportation. Many realize they must look for opportunities to increase street connectivity in order to give people choices when traveling between home, medical offices, schools, shops, and workplaces.

Complete Streets Are Connected Streets

Well-designed, connected Complete Streets make travel more efficient by providing choice not only in modes, but also in routes. Pedestrians and public transportation riders are especially motivated to find direct routes to their destination or their transit stop, and prefer lower-traffic streets. This is much easier to do when the street network is a connected grid of relatively short blocks. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. Some streets may emphasize vehicles or trucks, while others emphasize pedestrians or public transportation. In more industrial areas, some streets will emphasize access for freight vehicles. Charlotte, North Carolina defines its street network along a continuum from most pedestrian-oriented to most auto-oriented, referring both to the design of the street and to the adjacent land uses. Each street type emphasizes different mixes of modes, but is designed with all potential travelers in mind.

In a complete network, short, local trips can be taken without burdening the arterial systems with more cars. Roads in sprawling communities see up to 75% more travel demand on those arterials than similar arterials in connected networks. People with a complete, connected network of options may opt to reach their destination entirely without driving on arterials, or will instead walk, bike, or take public transportation. One study found that single-family households located in a network of Complete Streets made a similar number of total trips as those in an incomplete network, but made significantly fewer by car, instead opting to walk.

Connected streets can reduce traffic congestion by dispersing traffic and offering travel options. Networks of connected Complete Streets can carry as many travelers as conventional sprawling roadway design, but do not rely on a sparse network of major arterials. Parallel routes within connected networks maintain

this high corridor capacity, while providing different routes to destinations for convenience, variety, or to avoid construction. These choices help all users of the system by reducing travel delays associated with reliance on very few routes.

Connectivity Improves Safety

Grid networks help create a safer road system. A study of 24 medium-sized California cities found that the most cities were those built more recently with unconnected networks that concentrated auto traffic on a few roads and featured far fewer intersections. The more grid-like street networks saw fewer fatal or severe crashes. Gridded networks need not rely on overly-wide roads and have more intersections, lowering drivers' speeds. Yet travel times remain comparable to the conventional network because trip distances are shorter – the routes are more direct – and because timed traffic signals can provide a consistent speed. Pedestrians benefit from additional signalized, safe crossing opportunities at intersections, while both people afoot and on bike benefit from the slower vehicular speeds. Emergency service personnel are able to reach emergency sites more quickly due to the redundancy of the network. A study in Charlotte, North Carolina found that as street connectivity increased, a fire station could reach far more households, and more quickly.

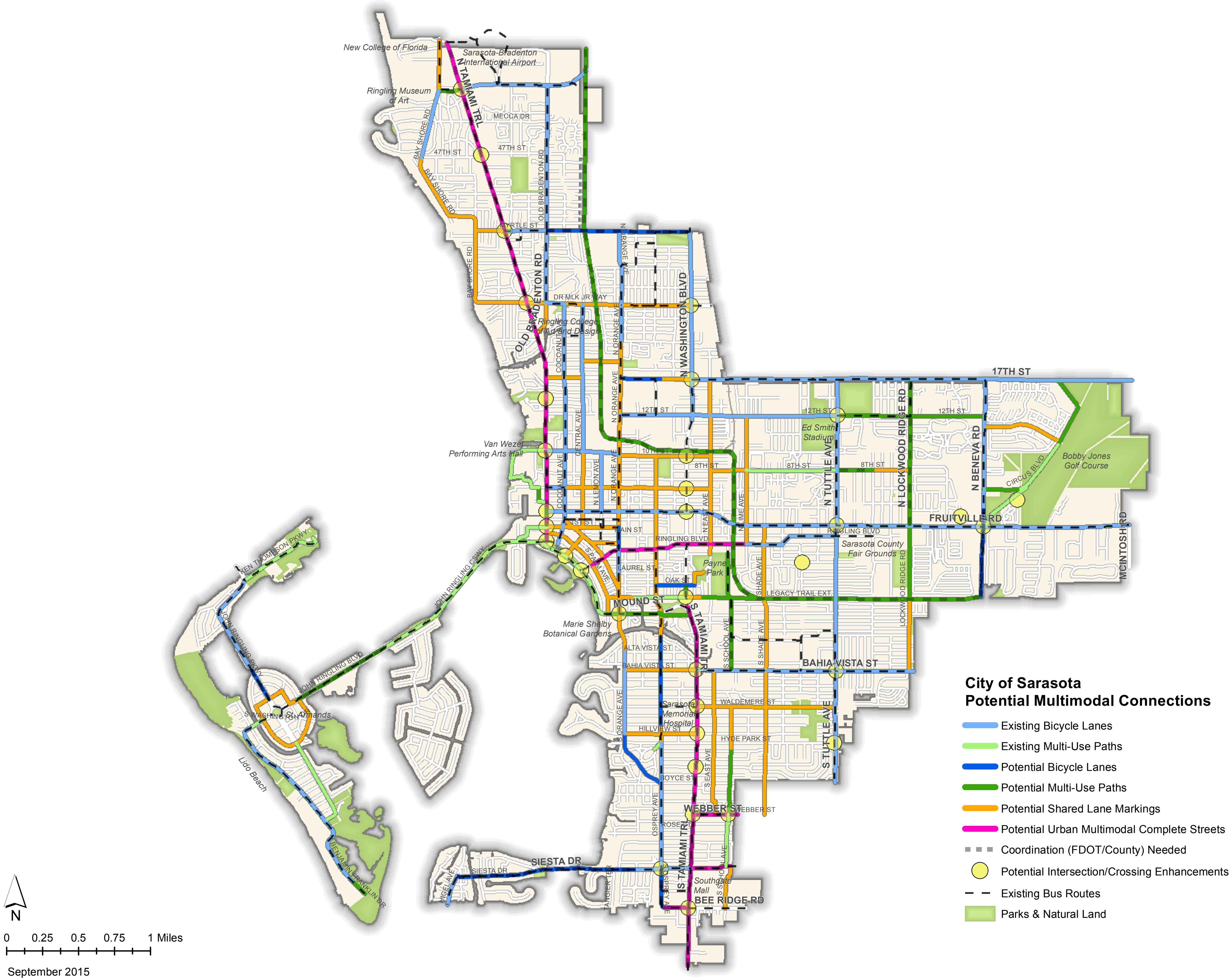
Right-sized Blocks

A network of Complete Streets works best if block size is reduced. Short blocks are important to people on bikes or on foot because they reduce the total distance traveled and provide direct access to properties. A smaller block structure also allows land use to evolve and adapt over time, providing development flexibility. After updating its City Code to achieve Complete Streets, North Myrtle Beach, South Carolina now requires most blocks to be human-scaled, between 300 and 400 feet long. For transit providers, a community of Complete Streets with shorter blocks is easier to serve. Most agencies look for a ½ mile spacing between routes, which is more easily achieved with a grid system, as is easy travel in any direction.

Increase Connectivity with Complete Streets

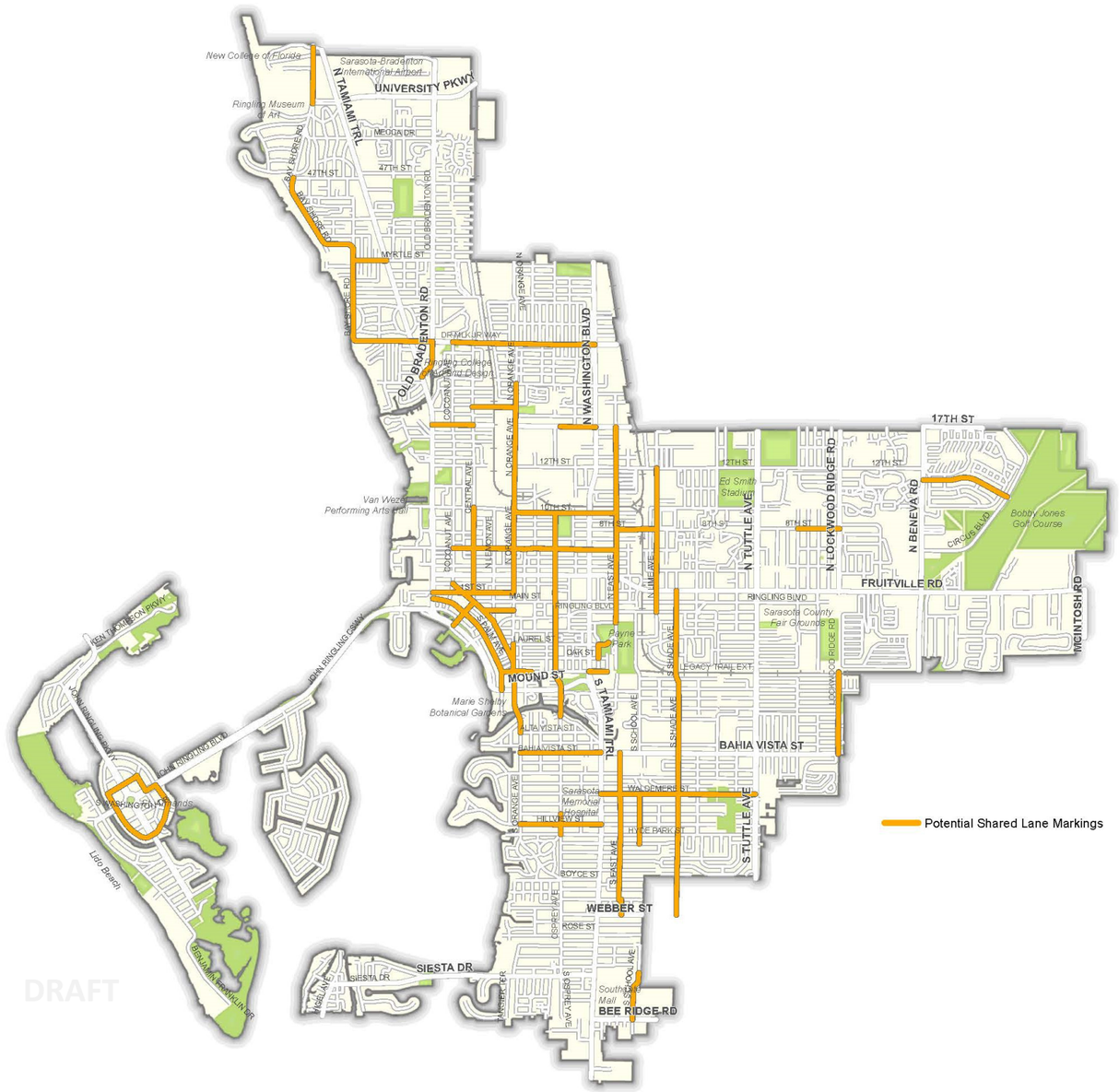
Some places with Complete Streets policies have included provisions specifically to increase connectivity. For example, Virginia's Complete Streets policy was augmented by a new policy to end maintenance support for new streets that end in cul-de-sacs. Other communities have required new developments to connect into the existing grid in multiple locations. Some built-out communities with a sprawling road system have looked for opportunities to create more non-motorized connections by installing paths that connect cul-de-sacs and other disconnected streets to nearby roads. Even when roads are connected, there may still be a need for connected grids of walking and bicycling networks. The incorporation of Complete Streets into all of Seattle, Washington's plans helps to identify gaps in the network for different modes and prioritizes investment to create complete networks for all modes.

Reaching connectivity through Complete Streets policies directs transportation funding to create complete networks for all modes and helps support the livable communities that people want.



City of Sarasota
Potential Multimodal Connections
Existing Bicycle Lanes
Existing Multi-Use Paths
Potential Bicycle Lanes
Potential Multi-Use Paths
Potential Shared Lane Markings
Potential Urban Multimodal Complete Streets
Coordination (FDOT/County) Needed
Potential Intersection/Crossing Enhancements
Existing Bus Routes
Parks & Natural Land
N
0 0.25 0.5 0.75 1 Miles
September 2015
New College of Florida
Sarasota-Bradenton International Airport
Ringling Museum of Art
N TAMIAMI TRL
MECCA DR
47TH ST
BAY SHORE RD
OLD BRADENTON RD
DR MLK JR WAY
Ringling College of Art and Design
N WASHINGTON BLVD
N ORANGE AVE
17TH ST
12TH ST
Ed Smith Stadium
10TH ST
8TH ST
N TUTTLE AVE
N LOCKWOOD RIDGE RD
N BENEVA RD
CIRCUS BLVD
Bobby Jones Golf Course
FRUITVILLE RD
MCINTOSH RD
Van Wezel Performing Arts Hall
CENTRAL AVE
N LEMON AVE
COCOANUT AVE
MAIN ST
RINGLING BLVD
Sarasota County Fair Grounds
LAUREL ST
Payne Park
OAK ST
LEGACY TRAIL EXT
LOCKWOOD RIDGE RD
MOUND ST
S TAMIAMI TRL
Marie Shelby Botanical Gardens
ALTA VISTA ST
BAHIA VISTA ST
S SHADE AVE
S SCHOOL AVE
KEN THOMPSON PKWY
JOHN RINGLING BLVD
JOHN RINGLING CSWY
St. Armands
Lido Beach
BEN FRANKLIN DR
Sarasota Memorial Hospital
WALDEMERE ST
HILLVIEW ST
HYDE PARK ST
S TUTTLE AVE
BOYCE ST
S EAST AVE
OSPREY AVE
WEBBER ST
SIESTA DR
Southgate Mall
BEE RIDGE RD

Multimodal Connections – Potential Shared Lane Markings



Shared Lane Markings (*Sharrows*)

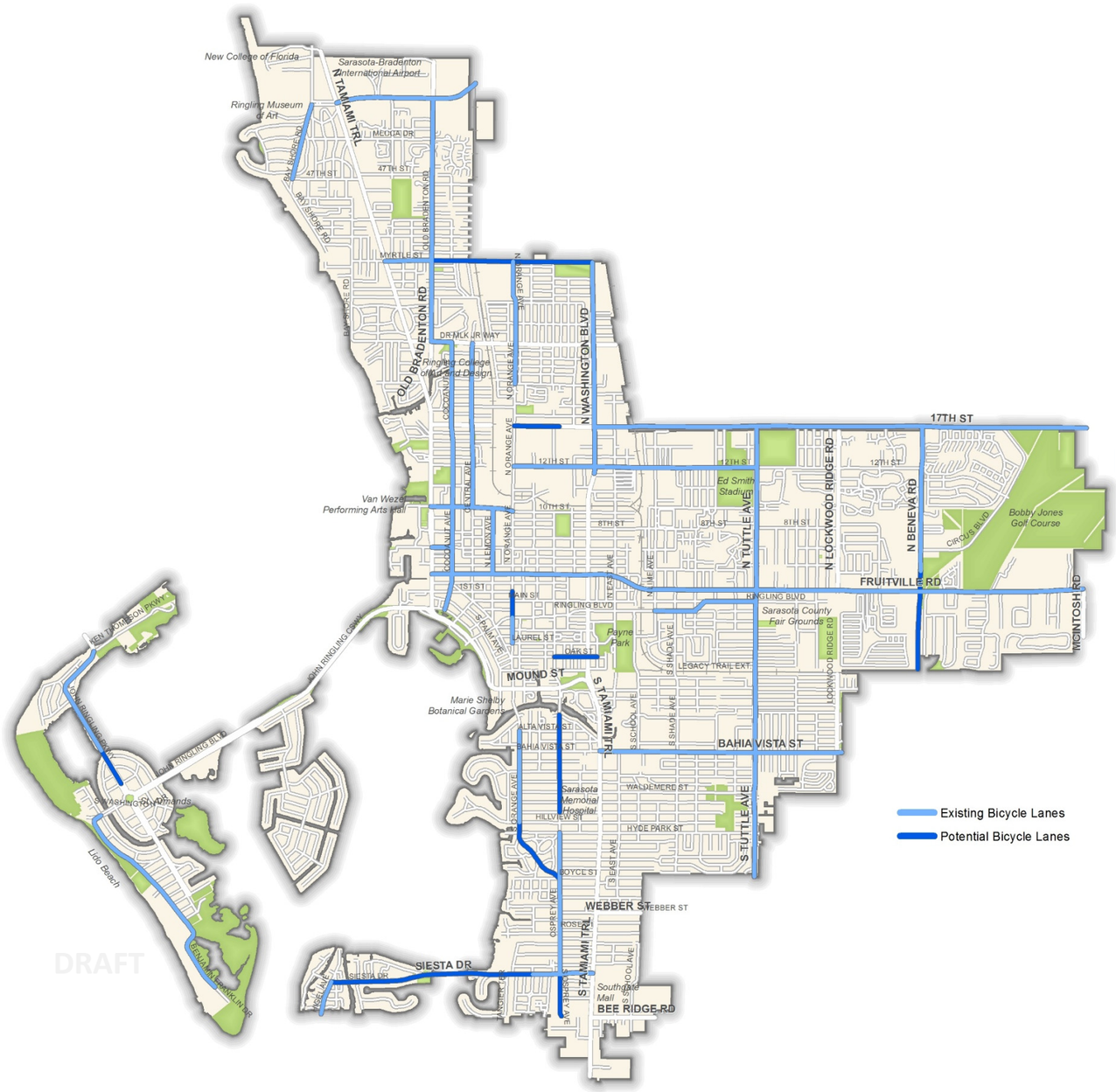
A shared lane bicycle marking or "sharrow" is a roadway pavement marking that is placed within the travel lane to indicate that a bicyclist may use the full travel lane. In addition to serving as a visual reminder that bicyclists share the road, shared lane markings help assist bicyclists with lateral positioning (line-of-travel) on streets that are too narrow for an automobile and bicycle to travel side-by-side. They may also be used on streets with on-street parallel parking to help reduce the chance of a bicyclist being impacted by the open door of a parked vehicle, often known as "dooring." While they do not provide a dedicated space for bicyclists, like a bicycle lane does, shared lane markings have been found to be an effective tool in increasing awareness and safety for bicyclists along the street.

Bicycle Boulevards

Bicycle boulevards are low-volume, low-speed streets that have been modified to encourage bicycle and pedestrian travel. Bicycle boulevards typically use neighborhood/local streets and may include traffic calming treatments, special signing and pavement markings, and intersection crossing treatments. The intention of a bicycle boulevard is to provide a comfortable, convenient, and attractive environment for pedestrians and bicyclists of all ages and experience levels. Bicycle boulevards often have a distinctive look and ambiance to indicate that the street prioritizes bicycle and pedestrian travel. They also inform pedestrians and bicyclists that the route is a comfortable means of traveling across town.

Updated August 2015

Multimodal Connections – Potential Bicycle Lanes



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Bicycle Lanes

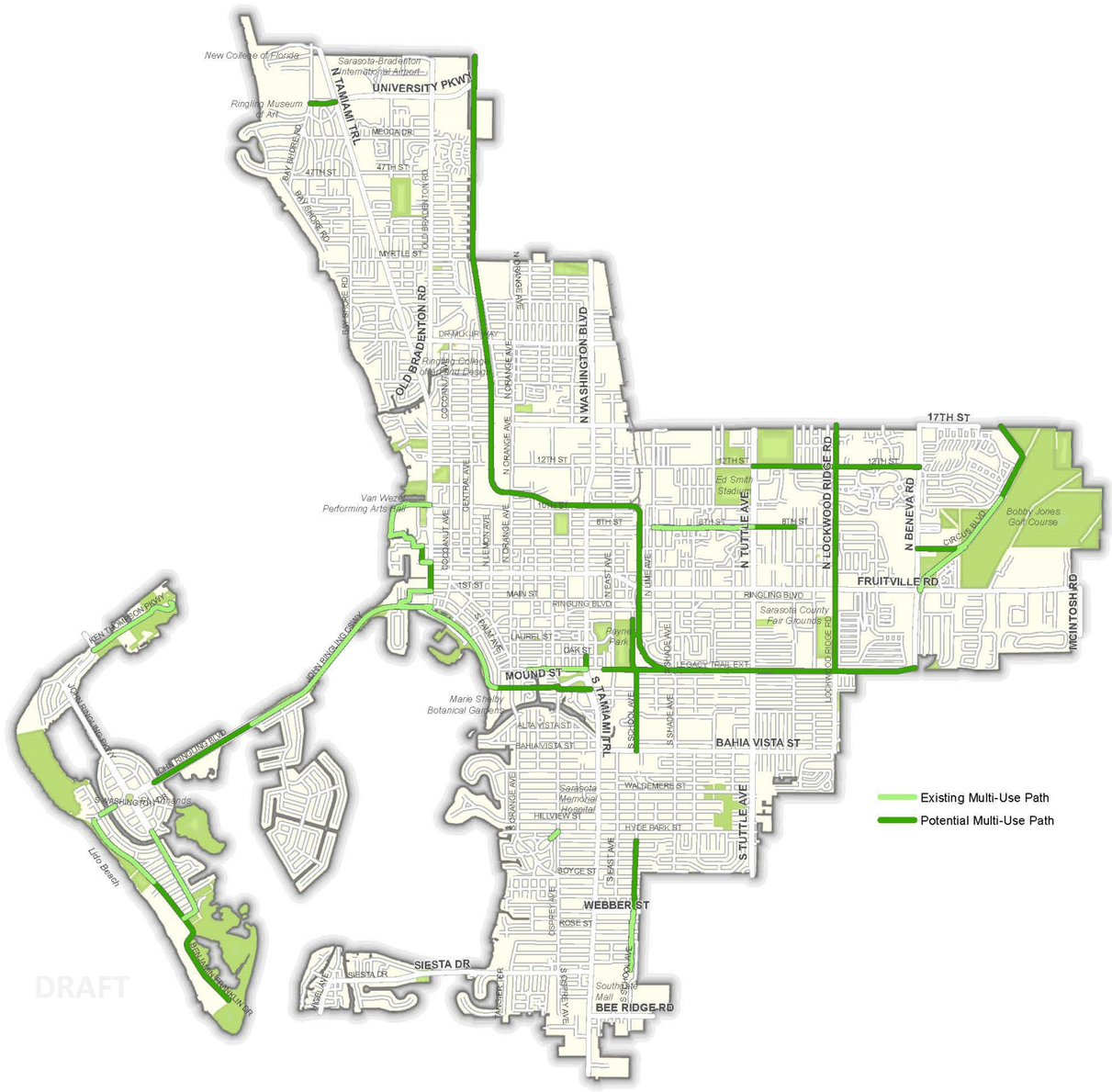
A bicycle lane is a portion of a roadway (typically 5-feet) that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes enable bicyclists to travel at their preferred speed and help facilitate predictable behavior and movements between bicyclists and motorists. Existing bicycle lanes may be revisited to create buffered, protected, or green bicycle lanes or to construct other adjustments to improve safety.

Buffered and Protected Bicycle Lanes

Buffered bicycle lanes are conventional bicycle lanes with a designated “buffer” space separating the bicycle lane from the adjacent travel lane and are designed to provide bicyclists with a more protected and comfortable space than a conventional bicycle lane. Typically the buffered area consists of a striped or cross-hatched area between the travel lane and the bicycle lane and is sometimes placed between the bicycle lane and on-street parking to help prevent bicycle-door conflicts.

Protected bicycle lanes provide bicyclists with a more protected and comfortable riding space by providing a physical barrier between the bicycle and travel lanes. The physical barrier used to protect the bicycle lane can vary and may include plastic bollards, low-profile raised bumps (armadillos), landscape planters, raised curb, or concrete barrier walls. Ultimately, the role of the barrier is to provide bicyclists added protection from moving automobiles and opening doors. Recent research suggests that protected bicycle lanes can both improve bicyclists’ level of comfort and safety and potentially increase the number of people riding bikes.

Multimodal Connections – Potential Multi-Use Paths



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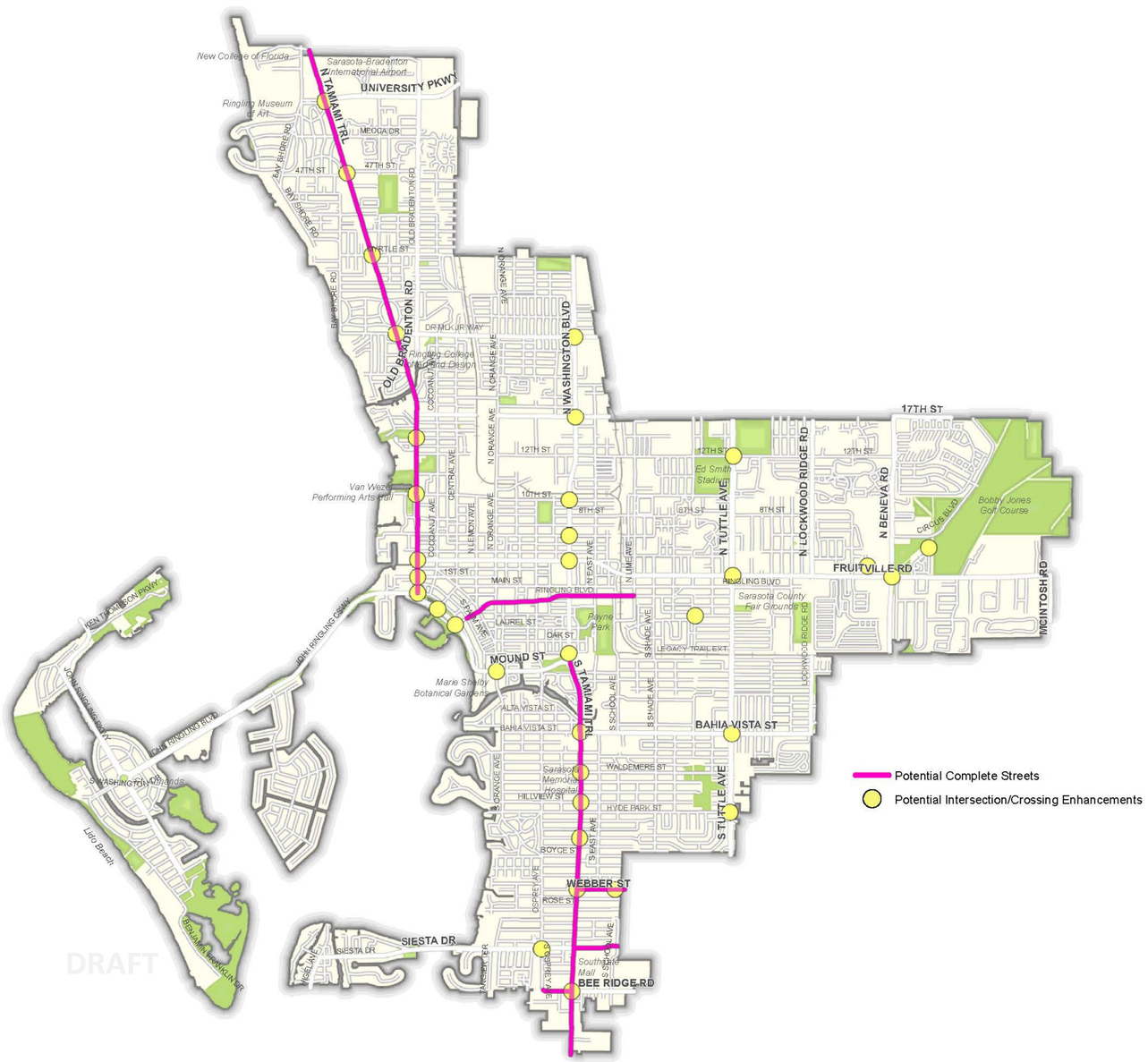
Multi-Use Recreational Trails

A multi-use recreational trail (MURT) is a physically separated (from motor vehicle traffic) pathway that can be located within either the roadway right-of-way or within an independent right-of-way. MURTs include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian use. MURTs provide connections for both transportation and recreational uses and since the do not share space with motorized vehicles they are regarded as low-stress facilities that attract a variety of users with a wide range of skills. MURTs are typically between 8 and 12 feet wide, and while they may be located adjacent to a roadway they are not intended to serve as substitutes for on-street facilities (i.e., bicycle lanes); roadways being considered for MURTs should also be evaluated for inclusion of bicycle lanes or shared lane markings if they do not already exist.

Updated August 2015

Multimodal Connections – Potential Complete Streets and Intersection/Crossing Enhancements



Urban Multimodal Complete Streets

Urban multimodal complete streets are designed and operated to enable safe access for all users of all ages and abilities, including pedestrians, bicyclists, transit users, and motorists. Urban multimodal complete street projects look to balance safety and convenience for all users.

One technique in providing an urban multimodal complete street is to perform a “road diet.” Road diets involve repurposing a travel lane or altering travel lane widths to provide adequate facilities for all roadway users.

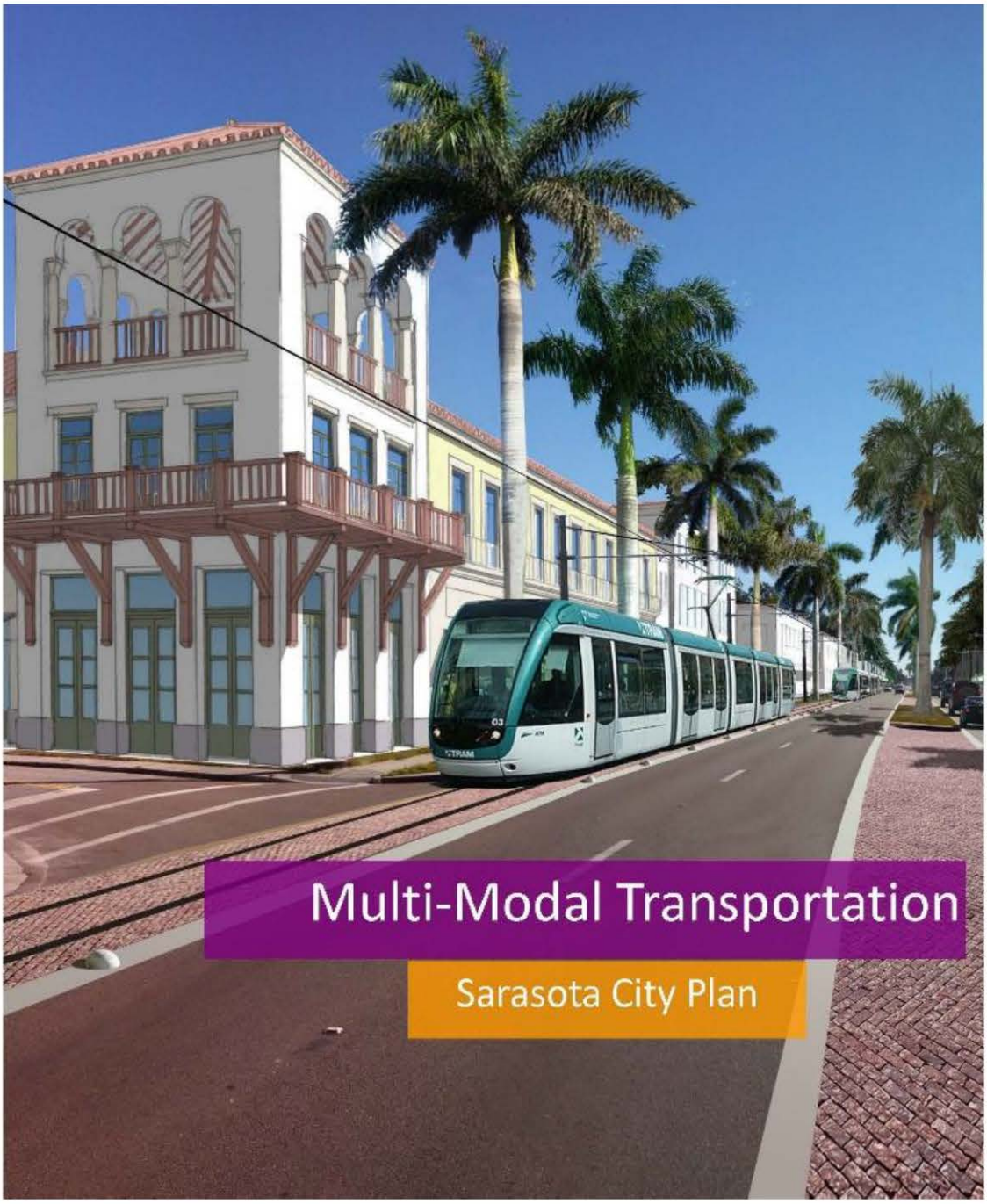
Intersection and Crossing Enhancements

Intersection and crossing enhancements serve to benefit pedestrians, bicyclists, and drivers. Enhancements may include the construction of roundabouts, right-turn pedestrian islands, pedestrian sleeves, bulb-outs, bicycle boxes, bicycle phases, and/or marking crosswalks at signalized and non-signalized locations.

Updated August 2015

City Commission
&
Planning Board
Comprehensive Plan
Workshop-Transportation

November 10, 2015


Multi-Modal Transportation
Sarasota City Plan

Cover Memo

MEMORANDUM

To: City Commission & Planning Board

From: Karin Murphy, Director of Urban Design Studio
Re: City of Sarasota Mobility Plan and proposed Multimodal Transportation Comprehensive Plan Amendments

Date: October 30, 2015

The Urban Design Studio's Scope of Services includes making recommendations for revisions to the Comprehensive Plan for Implementation of the Citywide Form-Based Code. New Urbanism and smart growth initiatives identify the relationship between development patterns and quality of life by implementing new policies and practices promoting better housing, transportation, economic development and preservation of environmental quality. Form-based codes deliver the metrics and transect zones that address the vision and context of the surrounding community, especially the relationships between buildings and the street, pedestrians and vehicles, and public and private spaces. However, a supporting multimodal transportation network is essential to achieve these placemaking principles.

With that in mind UDS has worked with Neighborhood and Development Services, the mobility consultants, and the community to create a draft Multimodal Transportation Plan and recommendations in an effort to assist the City to achieve these goals. The draft plan and concepts were presented at several Transportation Summits and Forums this summer that included staff, the Commission, and the community. This report is designed to take those discussions to the next level of discussion which includes recommended changes to the Comprehensive Plan with the assistance of the Commission and Planning Board. The report is meant to aid in framing the discussion with objectives and strategies meant to work in conjunction with the City's recently adopted multimodal fee ordinance.

After the workshop and feedback from the Commission and Planning Board UDS will work with Staff to initiate the Comprehensive Plan Amendment process. This process will include bringing the items back in a strikethrough and underline format as well as workshops and public hearing.

State Requirements

State Statute 163.3177 Provides the required and optional elements of comprehensive plan; studies and surveys. These include:

- A transportation element addressing mobility issues in relationship to the size and character of the local government.

- Requires that the purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible.

- The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.

- A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. 339.175 shall prepare and adopt a transportation element consistent with this subsection.

- Each local government's transportation element shall address traffic circulation, including:

  The types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Transportation corridors, as defined in s. 334.03, may be designated in the transportation element pursuant to s. 337.273. If the transportation corridors are designated, the local government may adopt a transportation corridor management ordinance.

  The element shall include a map or map series showing the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series.

State Statute-Transit

State Statutes require:

- Municipalities having populations greater than 50,000, and counties having populations greater than 75,000, shall include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities and shall address:

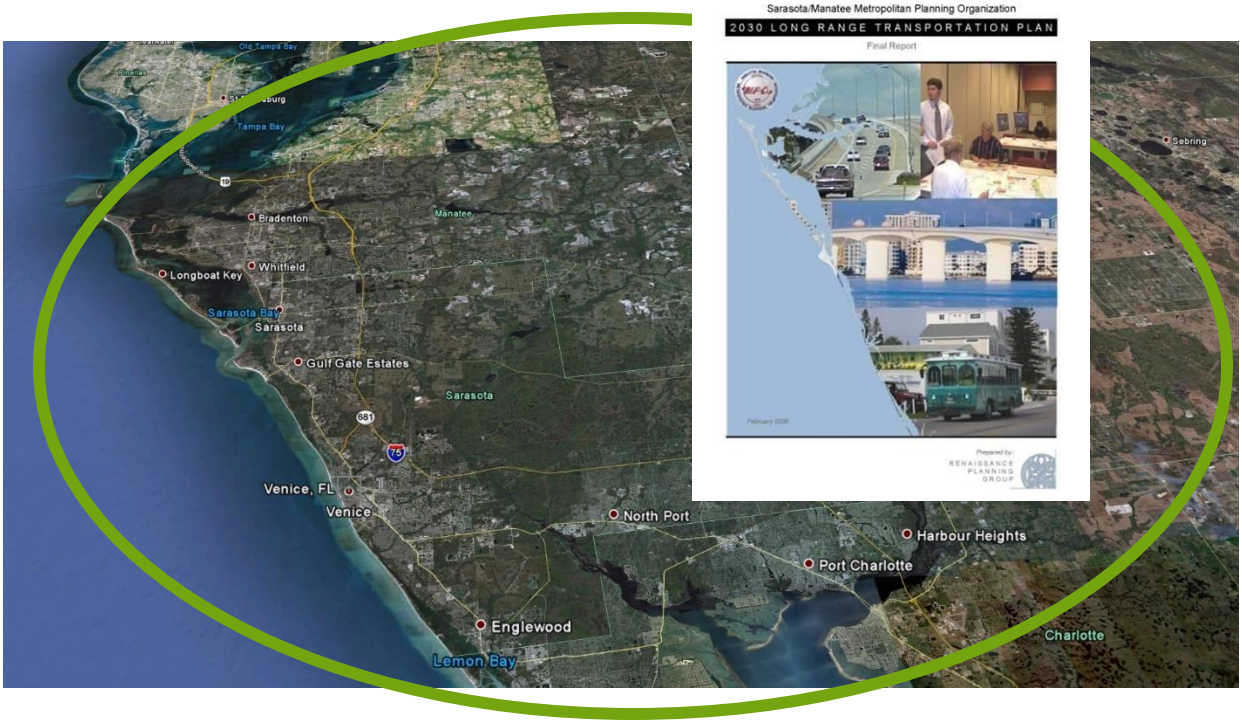
- The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.

- Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.

- Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.

Objective

Transportation Plans
Coordinated with other Jurisdictions;



Regional Planning

Metropolitan Planning Organization (MPO)

Long Range Transportation Plan (LRTP)

The Purpose section of the City of Sarasota's Transportation Chapter has been written to be consistent with State Statute and the City's long term vision and plans. The intent section provides the planning methodology to be utilized to fulfill the purpose.

Purpose

The purpose of the Multimodal Transportation Chapter is to guide the City toward a multimodal transportation system that works in conjunction with the Future Land Use Plan to promote and enhance the City's natural, aesthetic, social and economic resources. Creative transportation management systems and human scale design techniques shall be pursued rather than conventional street widening. The efficient movement of people and goods shall reinforce environmental quality, neighborhood preservation, architectural and pedestrian scale, and fiscal constraints. Without these checks and balances, much of the City of Sarasota would be paved over with asphalt and there would be no sense of place and the unique charm of Sarasota would be lost. To protect the City of Sarasota from air pollution and climate change, multimodal policies tied to land use are key to the preservation of the quality of life.

Intent

The intent of the Multimodal Transportation Plan is to provide transportation infrastructure within a financially feasible framework that promotes a mixed-use walkable environment. Flexibility in resource expenditures allows the City to direct funds toward modes of transportation in addition to the automobile.

The City recognizes that land consumption trends are a function of population growth and density allowed in local land use plans and the private sector markets play a role in implementation. However this projected density impacts the amount of travel required to access various activities within the City, the Region and the State.

Studies have shown that as urban densities increase, vehicle miles travelled tend to decline. Land consumption also slows, helping ease development pressure on lower scale city residential neighborhoods as well as forests, wetlands, and agricultural lands. Mixed use activity centers with compact and connected transportation networks support walking, bicycling and use of public transportation .

Conversely, lower density and single use development with sparse or disconnected networks increase auto dependence and vehicle miles travelled, and contribute to conversion of rural lands for urban use.

Goals & Objectives

GOAL

DEVELOP AND MAINTAIN AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM WITHIN THE CITY OF SARASOTA TO MOVE PEOPLE OF ALL AGES AND ABILITIES AND GOODS IN A MANNER CONSISTENT WITH OVERALL CITYWIDE LAND USE AND ENVIRONMENTAL PROTECTION GOALS AND INTEGRATION OF FLOOD ZONE ADAPTATION CLIMATE CHANGE CONSIDERATIONS IN THE FISCAL DECISION-MAKING PROCESS.

Objective

The City of Sarasota will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Mobility Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, rail, waterways and other inter- city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, all transportation agencies shall consider climate change adaptation into their public investment processes and decisions.

Action Strategies

The City of Sarasota shall cooperate with, and participate in, activities and initiatives undertaken by the Florida Department of Transportation (FDOT) and the MPO to enhance intermodal and land use aspects of transportation plans and planning methods used by the State and the MPOs throughout the state.

It is the policy of the City of Sarasota to develop transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in accordance with LRTP phasing program within the City.

It is the policy of the City that the non-cost feasible projects listed in the MPO's LRTP shall be retained in these plans solely as identified future priorities of the City for which the City shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities.

It is, further, the policy of the City Commission that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans if alternative funding sources are provided and that the projects are consistent with the City's Multimodal Objectives.

Action Strategies

As provided in this section and other elements the City shall promote mass transit alternatives to the personal automobile, such as rapid transit (*i.e*. light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.

The City shall continue to maintain programs for optimal development and expansion of the regional aviation system, and shall continue to support viable operation and enhancement of Port of Manatee. The City shall work with the MPO to ensure the region's long range plans accommodate and facilitate provision of inter-city and inter- state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the intergovernmental provisions of the comprehensive plan and other applicable elements including the Land Use and Capital Improvement Elements.

As other transportation facility providers' plans are updated, the City of Sarasota shall continue to participate to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned.

As provided in the Draft Transit Map, and Aviation Element, the City shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.

Transit-supportive Land Use Element policies including, but not limited to, Urban Village and Center guidelines shall be created and implemented in association with planned transit facilities opportunities.

Regional Goals

The City of Sarasota is within the Sarasota/Manatee Metropolitan Planning Organization's (MPO) Long Range Planning Area. The current 2035 Long Range Plan was created consistent with the MPO's mission to provide for an integrated multimodal transportation system that supports sustainable livable communities and economic development.

The MPO is currently updating it's long range plan in cooperation with it's member governments and the general public. In addition Sarasota County is currently seeking input during it's Comprehensive Plan update while NDS is conducting the City of Sarasota's Evaluation and Appraisal Report. This provides for the opportunity to update the City's Comprehensive Plan for local needs as well as identify integrated regional infrastructure needs.

The Region's Goals for the Long Range Plan are consistent with the City's goals to:

- Improve Multimodal Mobility & Connectivity Across the Region
- Coordinate Land Use, Promote Multimodal Site Design, and Minimize Impacts
- Expand Sustainable Transportation Alternatives to Protect the Environment, Reduce Energy Consumption, and Improve Public Health
- Support Economic Vitality and Ensure Continued and Enhanced Participation in the Global Economy
- Enhance System Management and Operations
- Ensure Financial Feasibility of the Transportation System
- Involve the Public in Transportation Decision-Making
- Increase Safety in the Transportation System
- Increase Security and Resilience in the Transportation System

MPO Requirements
Public Transportation

Local governments within a metropolitan planning area designated as an M.P.O. pursuant to s. 339.175 shall also address:

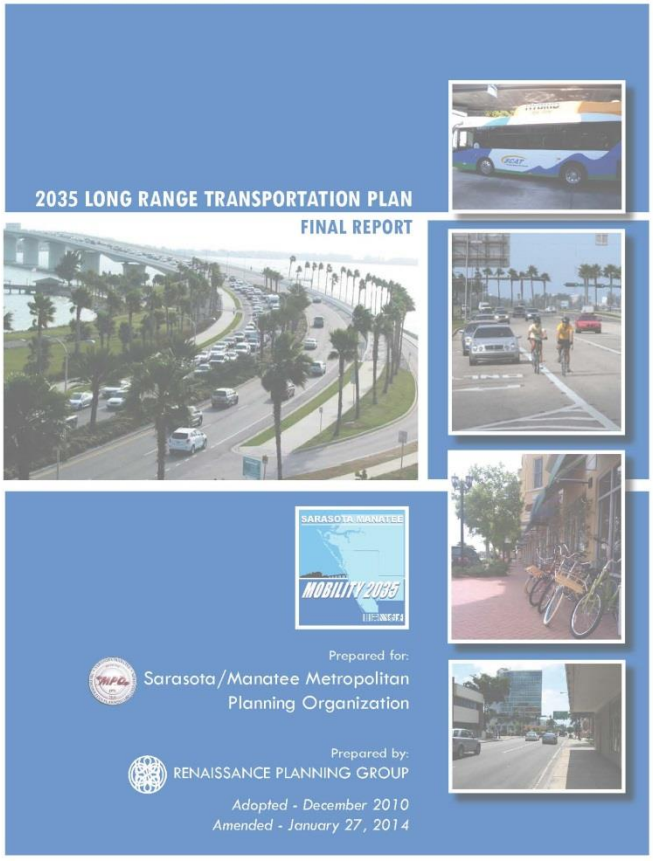
All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.

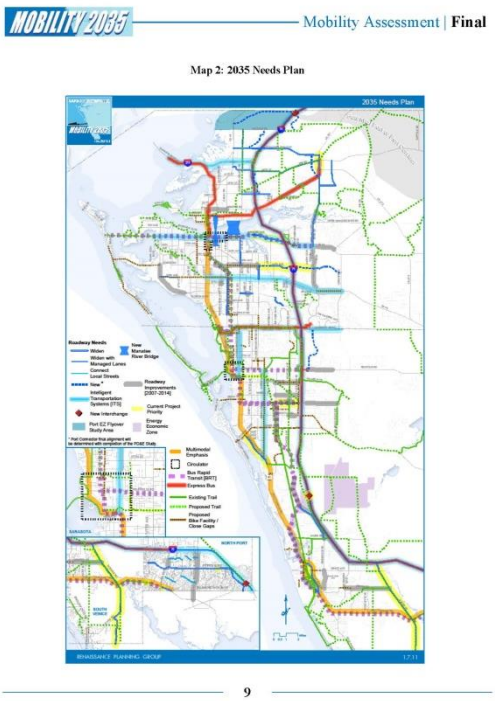
Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.

The capability to evacuate the coastal population before an impending natural disaster.

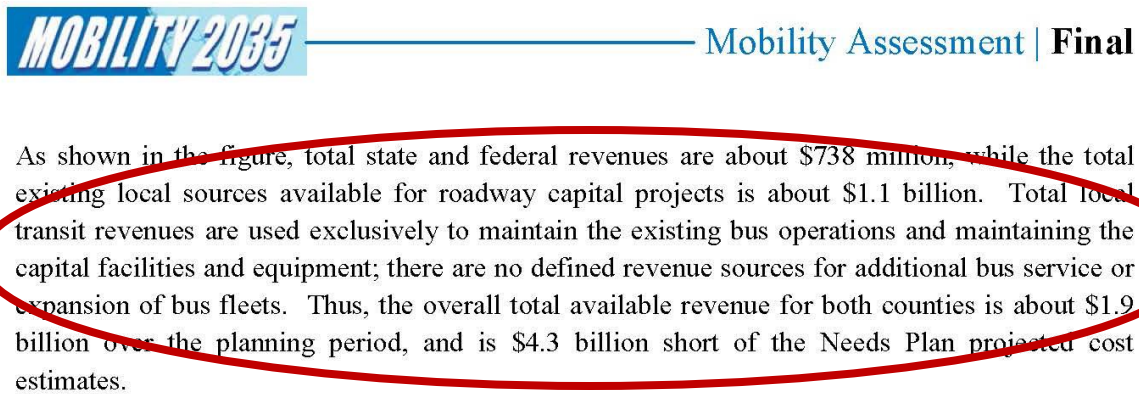
Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in ss. 333.01 and 333.02.

An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.





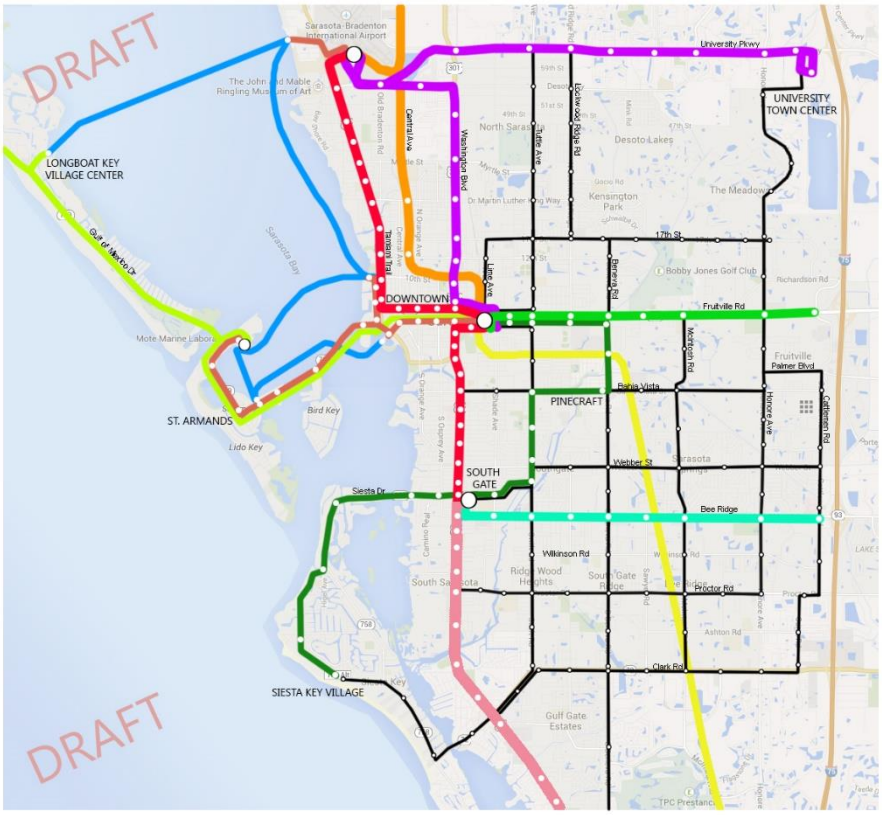
Problem NO Money Allocated for expanded Transit



Multimodal Transportation;

A Modal shift means replacing a saturated means of transport with another to make the first less congested. Modal transfer therefore makes it possible to reduce road-only high-volume cargo shipping and replace it with rail or other transport.

A Transportation System Coordinated with Land Use;



Sarasota

FUTURE TRANSIT MAP

URBAN DESIGN STUDIO
CITY OF SARASOTA

As other transportation facility providers' plans are updated, the City of Sarasota shall continue to participate to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned.

As provided in the Draft Transit Map, and Aviation Element, the City shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.

Transit-supportive Land Use Element policies including, but not limited to, Urban Village and Center guidelines shall be created and implemented in association with planned transit facilities opportunities.

The City of Sarasota shall study, develop, and adopt climate change adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.

The City of Sarasota shall work with Transportation agencies developing their transportation plans for Sarasota County and the Region to take into consideration climate change adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

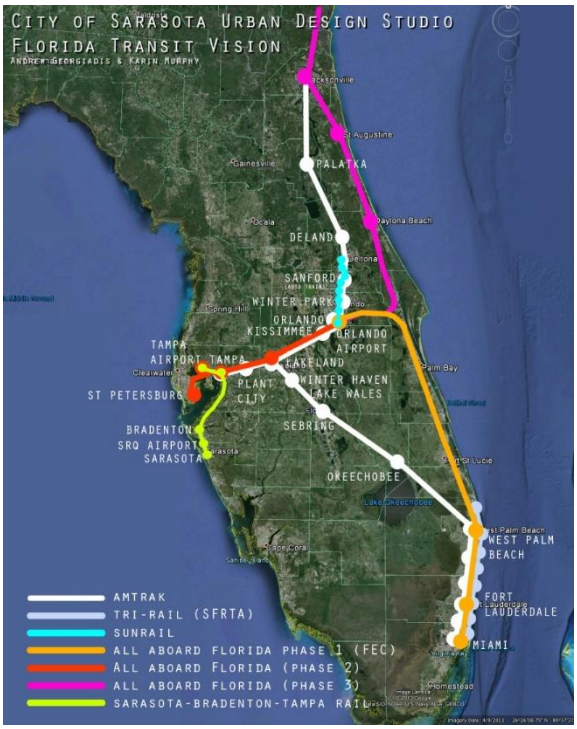
GOAL
PROVIDE WELL-MAINTAINED AND PROGRESSIVE INFRASTRUCURE.

Objective
Roadway Design and Construction for Safe, Convenient and Efficient Multimodal Transportation Systems" requires that all transportation infrastructure constructed by public and private entities in the City is appropriately designed to serve all modes of transportation (pedestrian, bicycle, transit and automobile) both now and in the future.

Action Strategy
The City of Sarasota shall continue to analyze planned land use patterns and intensities in the City's Mobility Districts and shall identify long range premium transit opportunities, hubs, corridors and station areas and shall identify transportation and land use plan changes needed to improve these interrelationships.

Multi-modal 41 Vision

Statewide



Many urban and interregional SIS highway corridors are currently or are expected to be heavily congested during peak periods by 2035, even after planned capacity improvements are made. Likewise, many of the State's airports are projected to be at more than 80 percent of capacity, the point at which additional capacity should be under construction.
The solution in the past, in Florida and throughout the United States, has been to add new roadways and more lanes on existing roads. This becomes much more difficult as construction costs continue to climb and increasing population densities increase property values and decrease available land.

Given these considerations, expanding passenger rail and urban transit systems will be necessary in order to serve as viable options for the movement of people within and between areas. Northeastern states, with similar population densities and congestion problems as Florida, have recognized the importance of strong intercity and commuter rail services as a tool to aid in congestion relief and provide mobility. In fact, strategically implementing passenger rail services can aid the State in mitigating congestion, stabilizing highway construction and maintenance costs, and promoting development of compact livable communities.

In 2006, FDOT prepared the Florida Intercity Passenger Rail Vision Plan. According to the plan, by 2040, the intercity travel market would grow from just over 100 million trips in 2006 to nearly 200 million trips by 2020 and 320 million trips by 2040.46 According to the Vision Plan, the largest numbers of estimated intercity trips are between central Florida and Tampa Bay (Orlando-Tampa); southeast Florida and central Florida (Miami-Orlando); and southeast Florida and the Tampa Bay region (Miami-Tampa). Additional significant travel is also anticipated between Jacksonville (northeast Florida) and Orlando (central Florida). Intercity travel in central and south Florida is especially important given the presence of the recreation and tourism industry there. The study found that this increase will add pressure to existing transportation facilities and would necessitate advanced management and operations as well as development of new infrastructure to manage the demand.

The Seaboard Railroad extended its line from Tampa to Sarasota motivated by the news that Ralph Caples, a well-known railroad entrepreneur, indicated that he planned to build the line himself following his honeymoon vacation to Sarasota in 1899. The Sarasota line was built by the Seaboard Air Line Railroad. The mainline between downtown Sarasota to just south of Fruitville Road and the branch to Matoaka were built by the Atlantic Coast Line Railroad. The Seaboard first built their line, which extended from Durant (just east of Tampa), to Sarasota via Parrish, Palmetto and Bradenton in 1903.

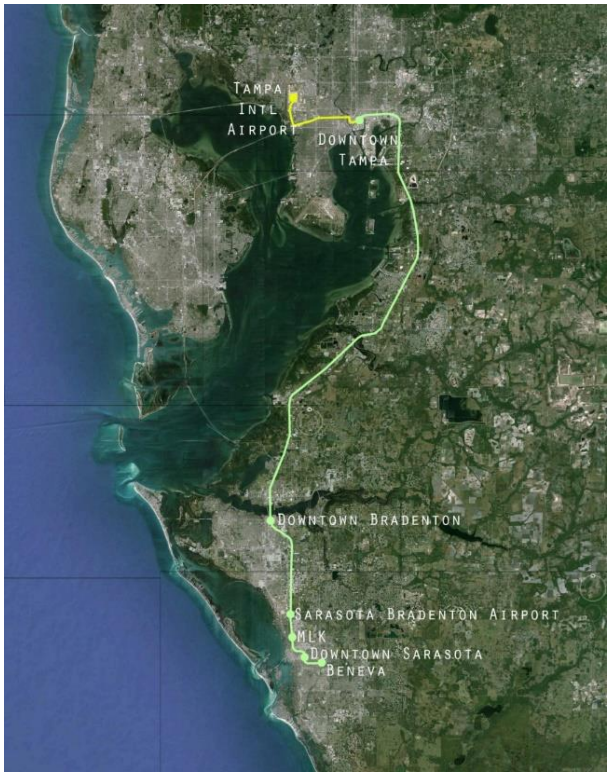
Some of the line ran along the former route of the Arcadia, Gulf Coast and Lakeland Railroad. In 1905, Seaboard extended the line a short distance southeast into Fruitville. At this time, the tracks ran through downtown Sarasota along Lemon Avenue and Pineapple Avenue and turned east along what is now Alderman Street and Brother Geenen Way.
The tracks also served a dock facility into Sarasota Bay. In 1911, at the request of socialite Bertha Honore Palmer, the line was extended south to Venice.
The Atlantic Coast Line came to the area later in 1924 as part of the land boom when they built the Tampa Southern Railroad, which up until 1949 continued southeast as far as Southfort (along the Peace River), where it merged with the Coast Line's route to Fort Myers (Seminole Gulf's current Arcadia to North Naples line coincidentally). The Seaboard and the Coast Line tracks originally ran directly beside each other through Fruitville.

In 1967, the Seaboard Air Line and the Atlantic Coast Line merged to form the Seaboard Coast Line Railroad (who later merged with the Chessie System in 1980 to form CSX). The mergers led to consolidation of the two routes and abandonment of redundant trackage including the Seaboard's original route through downtown Sarasota and the Coast Line's tracks between Bradenton and Matoaka.

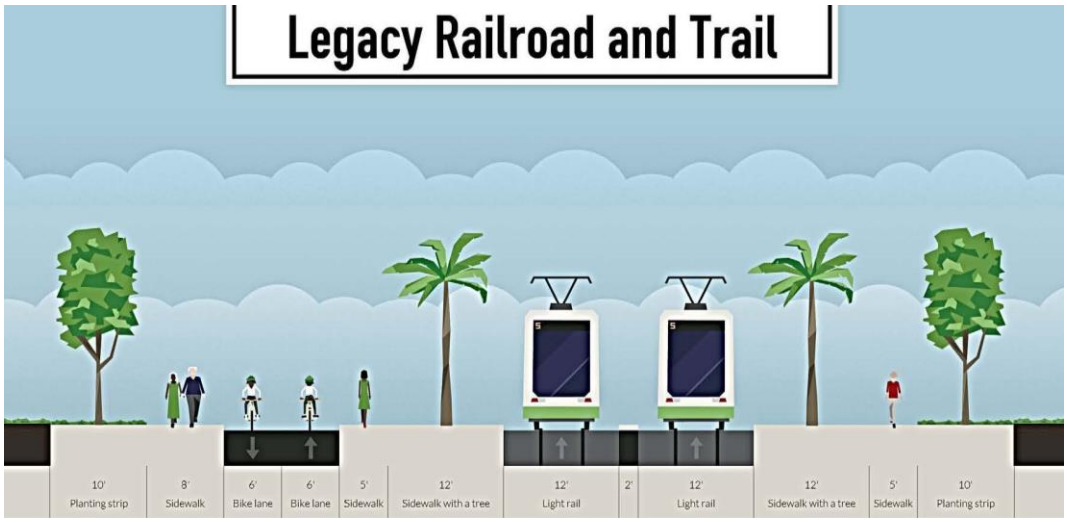
In the early 2000s, Seminole Gulf and CSX abandoned the little-used southern portion of the line between Palmer Ranch and Venice, which most notably carried the Ringling Bros. and Barnum & Bailey Circus up until 1992. The line's former right of way is now part of the Legacy Trail.

Rails with Trails

Sustainability –allows future generations to meet their infrastructure needs.



Bike Share



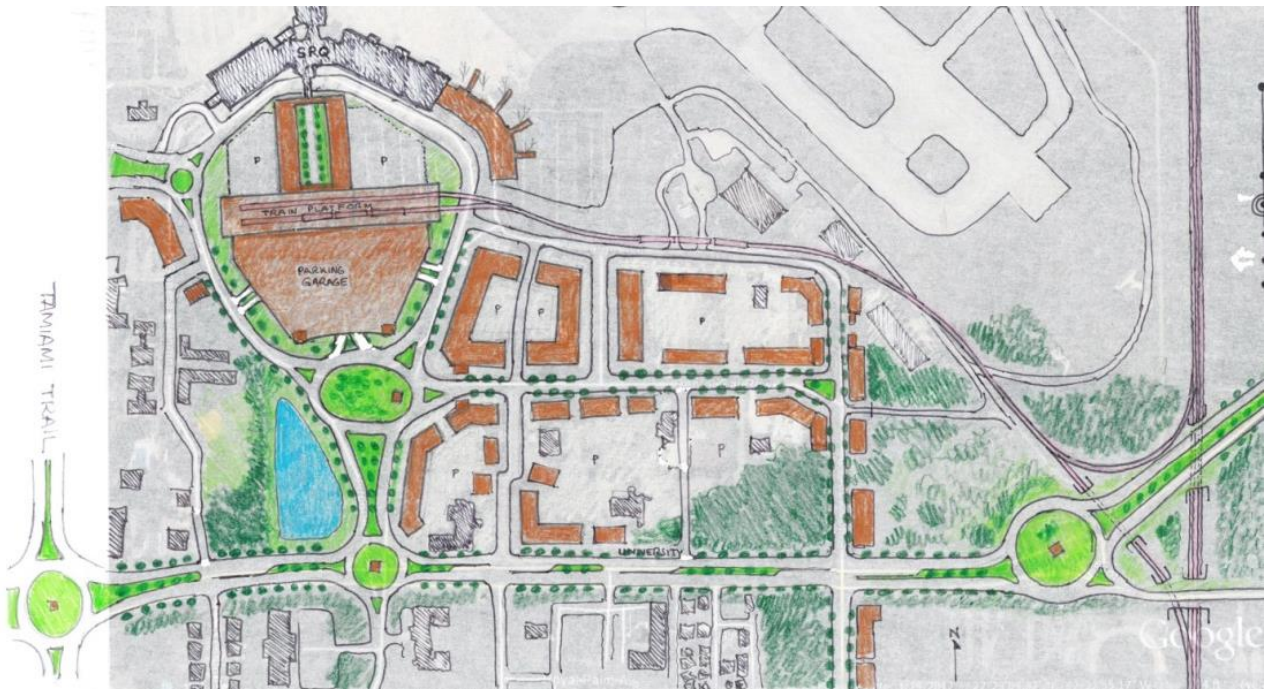
Airport Hub

Objective
The City shall explore Intermodal Transportation Options

Action Strategies
The City Shall work with the Airport & the MPO to explore reactivation of passenger rail.

The City Shall identify, map, and study sites within the City that are appropriate.

The City Shall identify, map, and study multi-modal hubs within the City that provide the opportunity for modal transfer



Sample of Air/Rail Intermodal Hub

Leveraged Transit Investment

Data and Studies show that unlike road-building projects where the work may be limited and narrow in focus, transit projects produce broader economic development.

Water Bus Stop Venice Italy

Centralized Mode Choice Supports Choice Ridership Increase

Airport Requirements

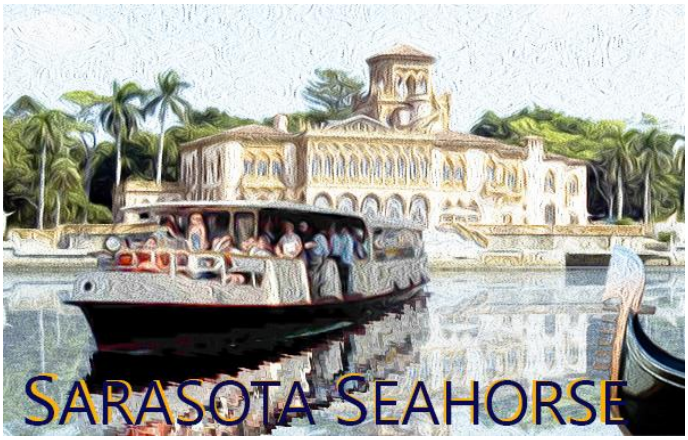
At the option of a local government, an airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment.

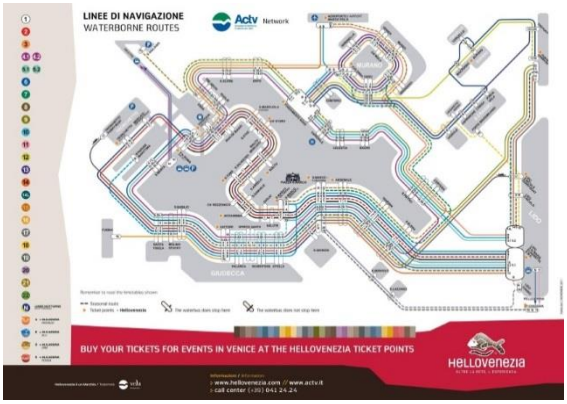
In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans; the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.

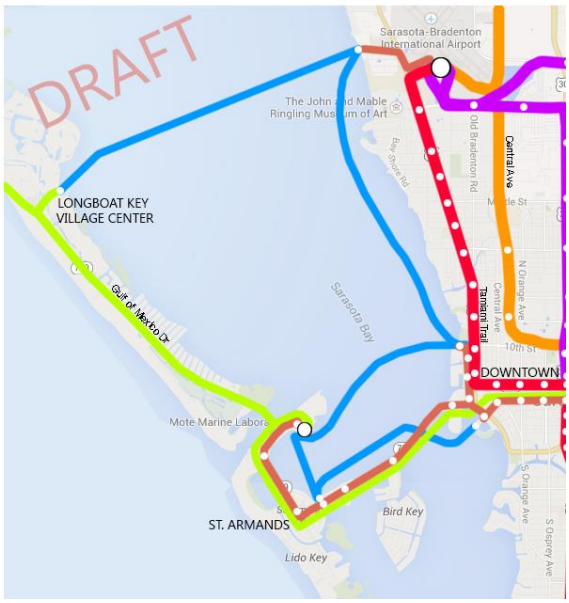
Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, do not constitute a development of regional impact.

Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may rescind its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order shall be deemed rescinded.

Water Bus Hubs





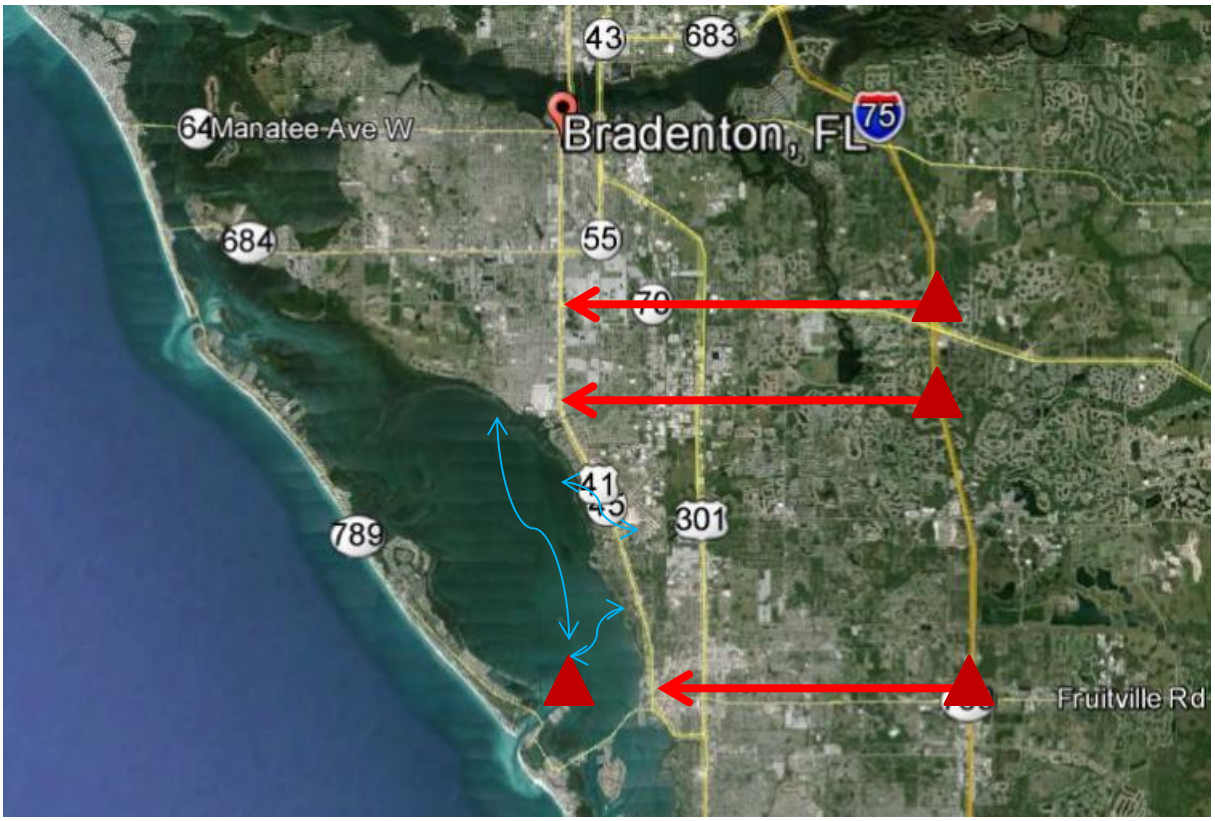


Choice = Route Reinforcement

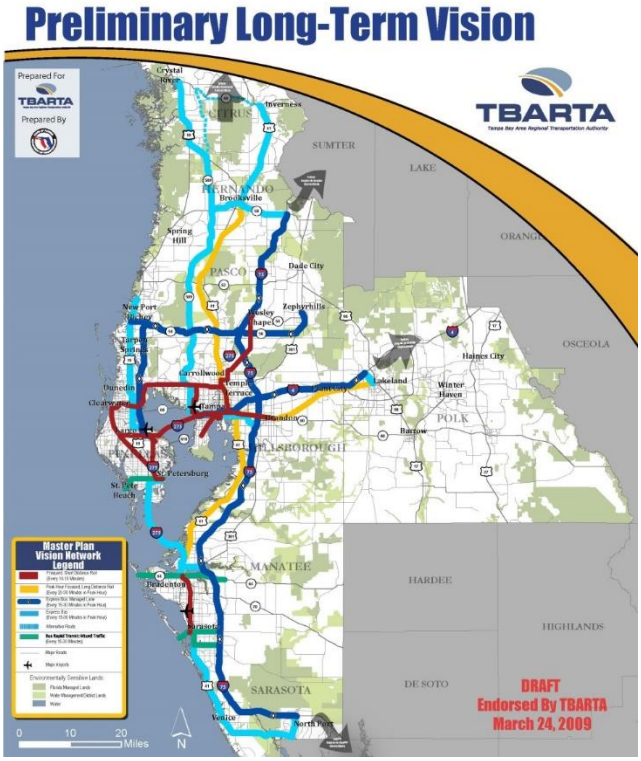
Park & Ride Opportunities

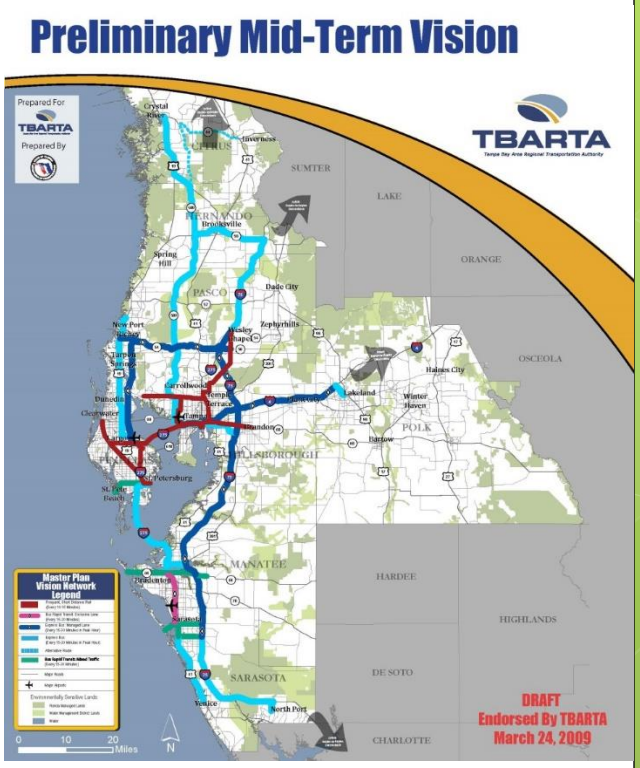
Park & Ride facilities are free parking lots for transit riders or vanpools and carpools to meet up before commuting in to work.

The Commuter Park and Ride at the North Port Chamber of Commerce is now open. Parking in this lot requires a hang tag permit. There is no charge for the hang tag permit. There are other opportunities that the City should explore with Sarasota and Manatee Counties.



TBARTA

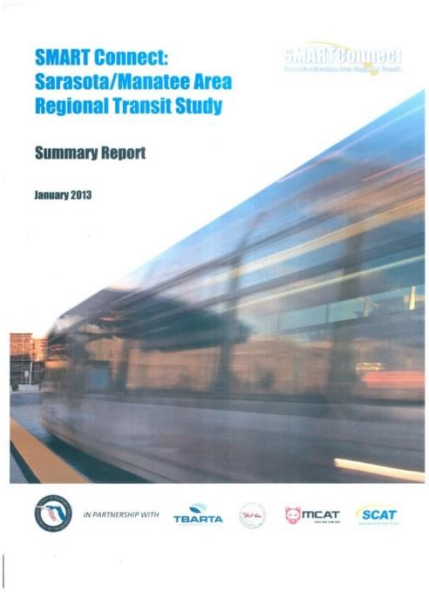


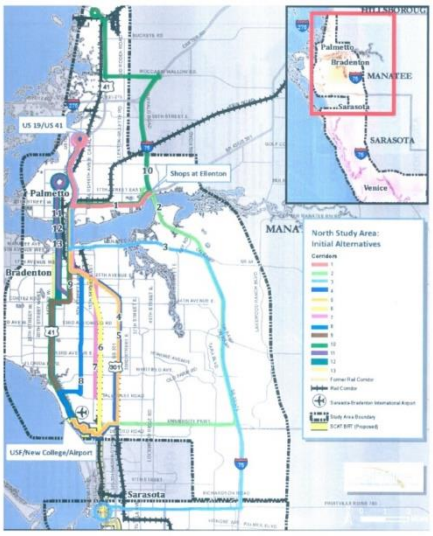


The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. The authority's purpose is to improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.

Proactive v. Reactive Approach

- County System adopted headway times do not meet City land use needs.
- Explore new systems and funding sources to supplement & provide 15 minute headway times to attract choice ridership.
- Explore Manatee County Partnership
- Explore College Transit Fee
- Density tied to transit potential/premium transit fee
- Hub and Urban Retail Stops
- Park & Ride opportunities that begin at the point of origin (East County locations)

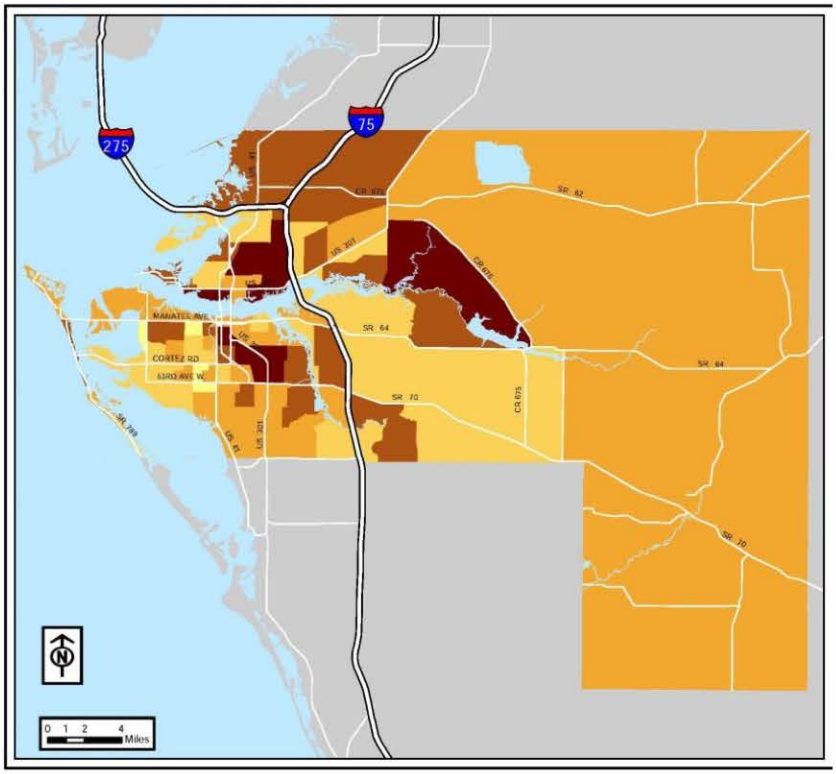


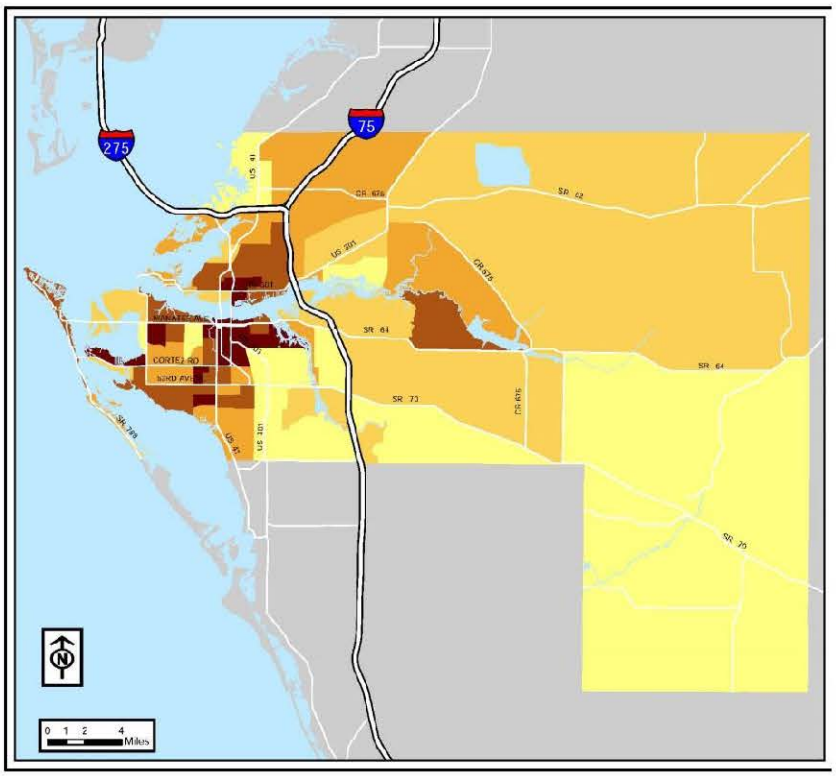


Sarasota County Area Transit Future Planning: The City shall work with and support Sarasota County Area Transit in its efforts to seek federal "Small Starts" funding for transit as well as in other future planning and improvements.

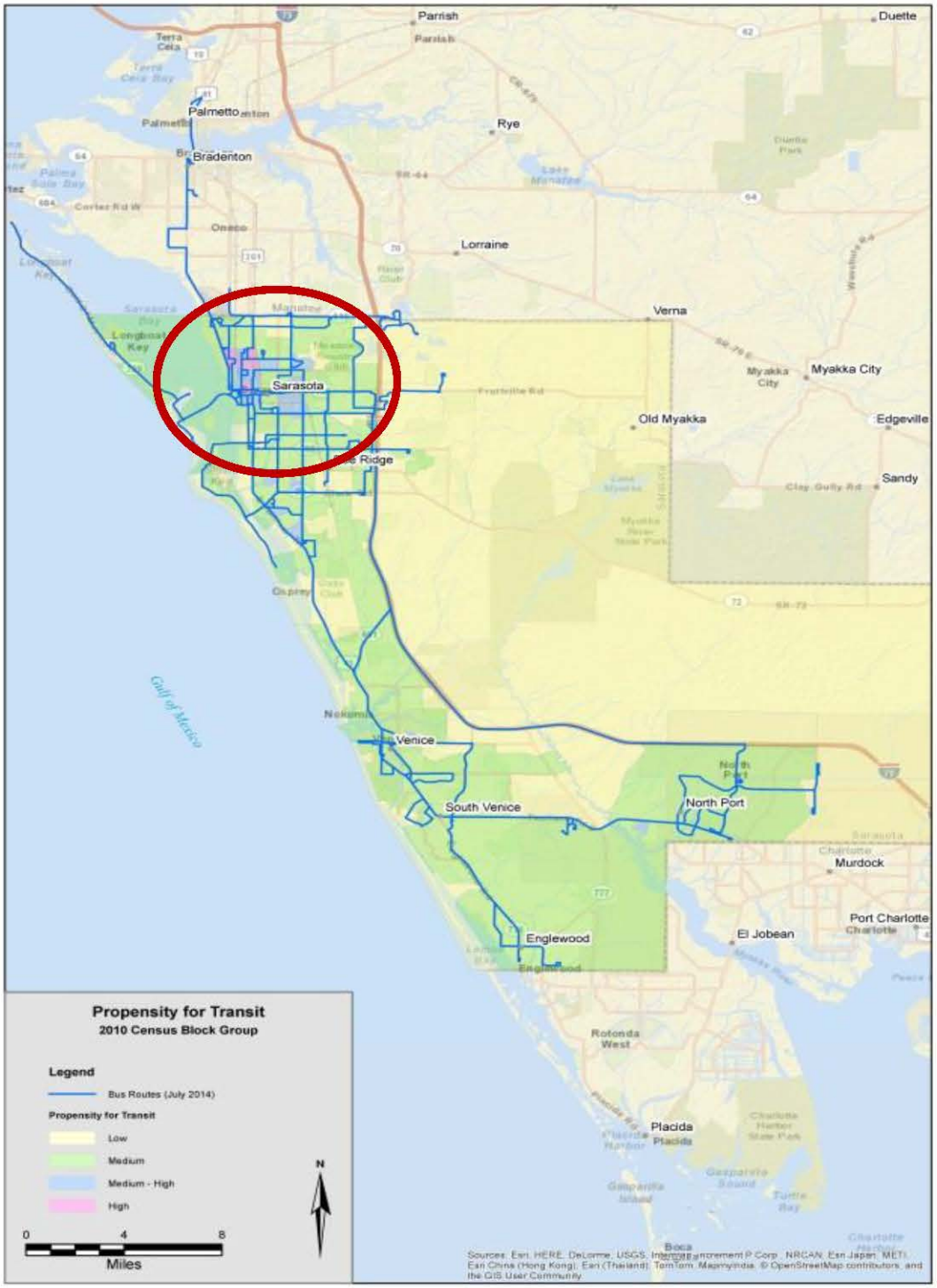
Regional Area Transit Future Planning: The City shall work to form partnerships with large projects, businesses, universities and schools, social service agencies, and other government agencies **within the region and state** to creatively fund transit to encourage choice ridership.

Manatee Data





Choice Ridership Sarasota Data



Sarasota County

SCAT

Based on the scoring for each of the factors, the block groups were ranked from Low to High according to the average score of all of the factors. As the map indicates, the only areas that rank in the Medium-high or High categories are located in and around the City of Sarasota. This area, as shown in previous maps, has the highest population density and ranked higher than most of the County in other demographic categories.

It should be noted that the majority of the area west of the I-75 corridor ranked as Medium propensity for transit service. With the growth in the southern portions of Sarasota County, the area in and around the cities of Venice and North Port have improved from mostly Very Low and Low in the last TDP to mostly Medium.

Choice Ridership

In order to improve the SCAT ridership and overall service, we need to examine the areas that may not traditionally be identified as transit dependent areas, but may contain factors that make them an area for future transit service based on employment or population density. The attraction of riders that have a legitimate choice in their transportation options depends on a lot of factors. Typically, a transit system has more success in attracting choice riders when they provide a quality service that is frequent, on-time and reasonably priced.

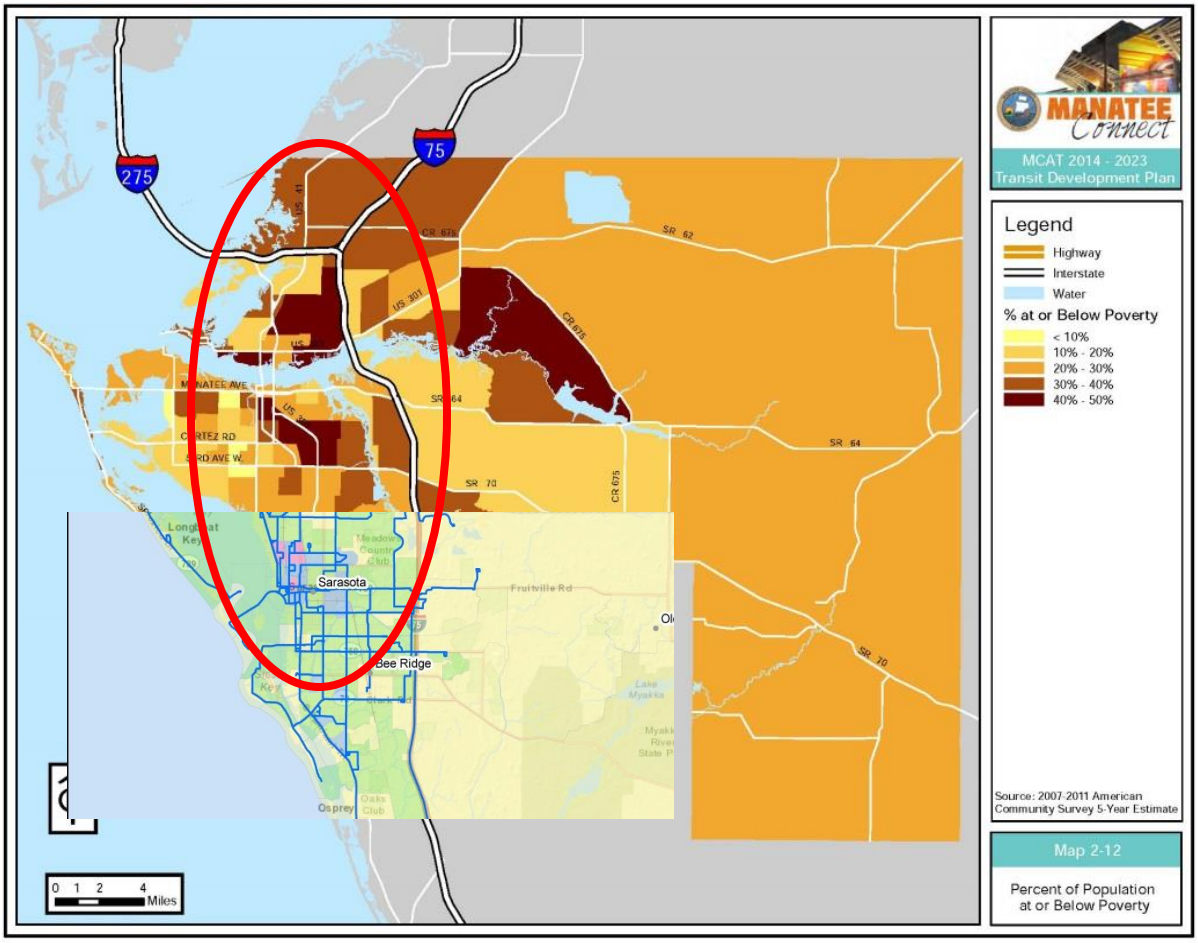
In evaluating the Sarasota County area for potential choice riders, the density thresholds illustrated in **Table 5-2** utilized. For consistency, we continued with the same thresholds as used in the 2009 TDP Major Update.

Table 5-2 Transit Service Density Thresholds

Transit Service Threshold Level	Population Density Threshold	Employment Density Threshold
Low	Less than 4.5 units/acre	Less than 4 employees/arce
Medium	4.5 to 6 units/acre	4 to 5 employees/acre
High	6 to 7 units/acre	5 to 6 employees/acre
Very High	More than 7 units/acre	More than 6 employees/acre

Maps 5-2 and **5-3** show the results of the density threshold analysis for both population (**5-2**) and employment (**5-3**). Based on this analysis, there are very few areas in Sarasota County that more than 4.5 residential units per acre and score higher than the low threshold level. However, there are pockets of density from just south of Clark Road to the Manatee County line that meet the Medium, High and Very High threshold levels. All of these areas are west of the I-75 corridor.

Transit Supportive Density



Sarasota- Bradenton Synergy

The identified areas and associated transportation corridors are the most transit ready in both counties. They also contain large pockets of low income households that would directly benefit from increased transit.

Goal
AN ECONOMICALLY SUSTAINABLE COMMUNITY.

Objective

Provide the infrastructure for efficient movement of people and materials that is crucial to the economic sustainability of the City.

Action Strategies

The City recognizes that automobile ownership and maintenance represent a large percentage of household income that could be spent on other necessities if other mobility choices are available. The city shall implement the mobility plan to provide choice and economic opportunity to City residents and businesses through the provision of transportation modes including transit for mobility.

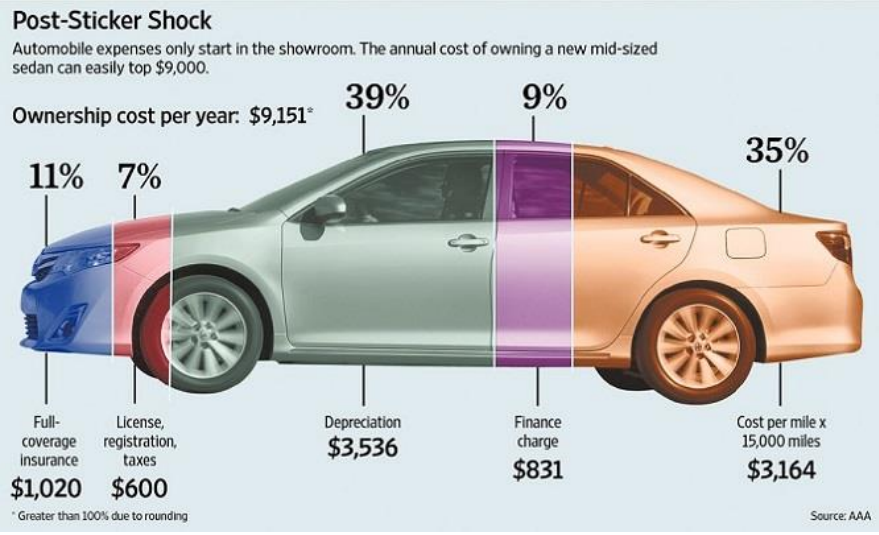
New development or projects seeking density bonuses may be asked to contribute to the City's intermodal transportation system in lieu of the automobile impact fee found in the suburbs.

Sample Transit Oriented Development –
Image Courtesy of Ethan Elkind

Data

- Within Sarasota County, the highest percentage of households living below the poverty line are concentrated in the City of Sarasota and north of the City.

- No-Vehicle Households One specific segment of the population that is truly dependent on the public transit service includes those persons living in households without a personal vehicle. Persons living in households without a personal vehicle have difficulties getting and maintaining a steady job, shopping for basic needs, taking their children to doctor appointments, and other activities that a lot of people take for granted.



- In automobile-dependent communities a city must devote between 2,000 and 4,000 square feet (200-400 square meters) of land to roads and off-street parking per automobile. (2-6 spaces per car).

- This exceeds the amount of land devoted to housing per capita.

- It is more land than most urban neighborhoods devote to public parks.

Source- ***Todd Litman executive director of the Victoria Transport Policy Institute.***

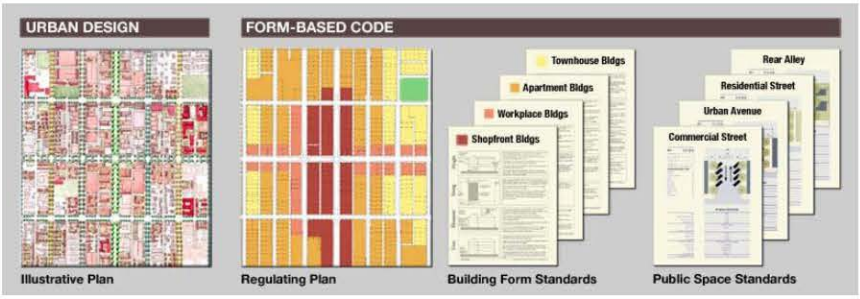
Workforce Impacts

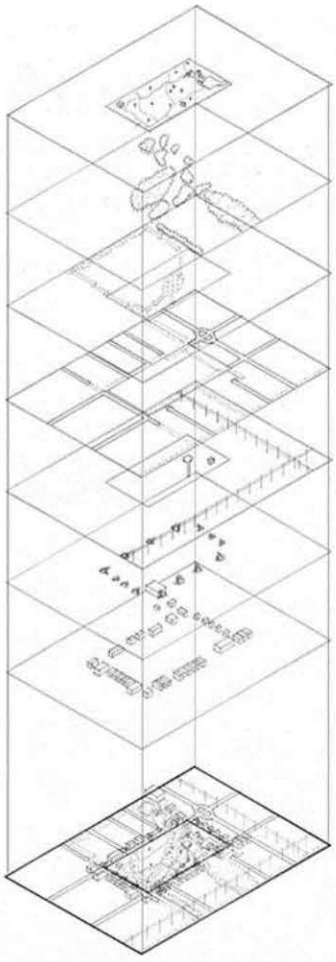
STRATEGIC GOAL
A WORKPLACE THAT ATTRACTS AND RETAINS AN OUTSTANDING WORKFORCE.

Objective
The City recognizes that transit and multi-modal choice provides a wide range of benefits to communities, including access to employment and a wide range of community resources and services. Public transportation contributes to a healthier environment by improving air quality and reducing oil consumption, and through better land-use policies. It also helps to expand business development and work opportunities, and it is critical for emergency response requiring safe and efficient evacuation.

Action Strategy
The City will participate in the MPO Long Range Planning Process consistent with the regional mission to develop a future plan, through cooperation with the member governments and the general public for a safe, efficient, financially feasible, environmentally sensitive, regional, integrated multi-modal transportation system that supports sustainable, livable communities and economic development.

Integration





Strategic Goals

In 2004, the City Commission adopted "Sarasota's Approach to Strategic Planning," which provided the foundation for the annual Strategic Plan and Strategic Goals that play a role in creating the Multimodal Transportation Plan. A description of the Plan's general relationship to these strategic goals is as follows:

"A responsible and accessible government that has sound financial and administrative practices."

Unpredictability in the availability of transportation funding for capital improvements and operating costs means that the City must consider new funding mechanisms - including grants and proportional mitigation participation by development.

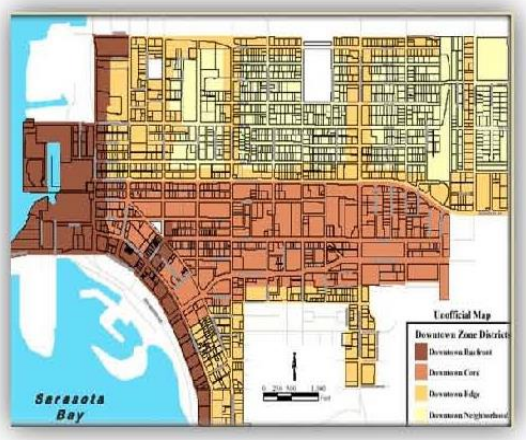
Transit oriented development and pedestrian and bicycle improvements are often more desirable and financially feasible than automobile capacity improvements within an urban context This modal shift to reduce vehicle miles travelled helps to reduce traffic congestion, road and parking facility expenditures, and reduce or mitigate carbon and other harmful emissions.

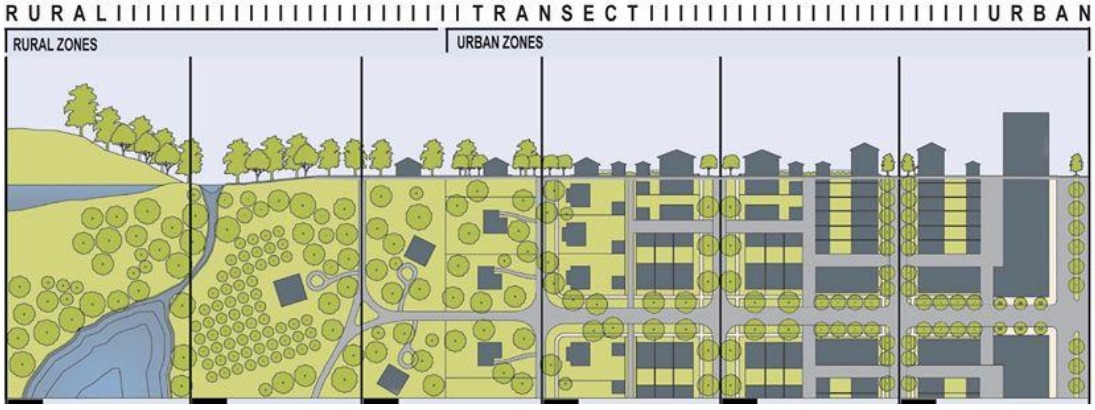
Issue

The City's Long Term Transportation Needs & Vision are not being met through the traditional MPO Funding Methodology as more and more dollars are targeted to low density roadway infrastructure and existing bus dollars are stretched for service to low density areas.

Current Transect Zones

The City adopted a transect based system of zoning for the Downtown Area in 2004. This zoning system replaced a conventional separated-use zoning system that encouraged a car-dependent culture and land-consuming sprawl. The Transect Zones instead provide the basis for real neighborhood structure, which requires walkable streets, mixed use, transportation options, and housing diversity. The T-zones vary by the ratio and level of intensity of their natural, built, and social components. They may be coordinated to all scales of planning, from the region through the community scale down to the individual lot and building, but the new zoning itself is applied at the community (municipal) scale.





Numerous studies have demonstrated that Land use and transportation should be interconnected to benefit and produce safe and effective travel. Although the City, County and Region have historically included this goal in their long range plans traditionally implementation has focused on single-occupancy vehicles.

For many decades within the region concurrency, and priority expenditures on road widening projects have enabled land use patterns that reward inefficient and non-supportive land use patterns. This has produced a transportation monoculture that has focused on inefficient single occupancy vehicle accessibility rather than efficient diverse mobility.

Efficient travel behavior is positively associated with denser mixed-use land uses, nodes and centers. Yet state and regional transportation funding rewards suburban sprawl.

Action Strategy

The City of Sarasota shall foster efficient land-use and development patterns that support alternative transportation centers, nodes and hubs that reduce single occupancy vehicle travel, vehicle miles travelled, and vehicle hours devoted to driving.

The City of Sarasota shall promote a compact mix of land uses with integrated mobility options.

The City shall expand it's transect based zoning to areas outside of the downtown core.

The City shall update it's zoning code, and expand it's Primary and Secondary Street Network to promote walkability and alternative modes of Transportation.

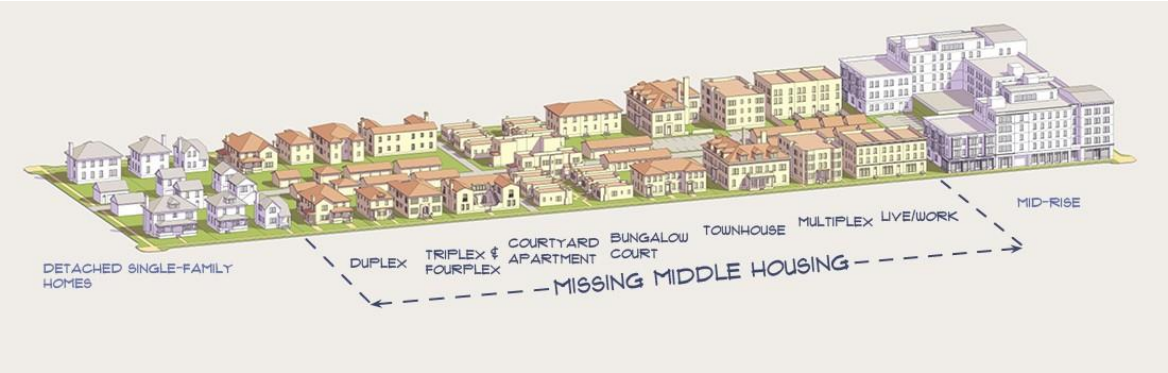
The City shall limit auto-oriented uses such as drive-thru uses to secondary and transitional streets.

The City shall promote a range of housing types including live work building types to reduce vehicle miles travelled.

The City shall conduct public outreach and education to increase public acceptance of appropriate density and housing types.

The City shall continue to utilize transect based zoning to provide compatibility and transitioning between land use zones.

The City may utilize an incentive based density bonus program to encourage development in transit oriented developments, corridors, centers and hubs.



Expanded Housing Types – Image Courtesy of Daniel Parolek

Action Strategies

The City shall promote a connected land use pattern to reduce vehicle miles travelled.

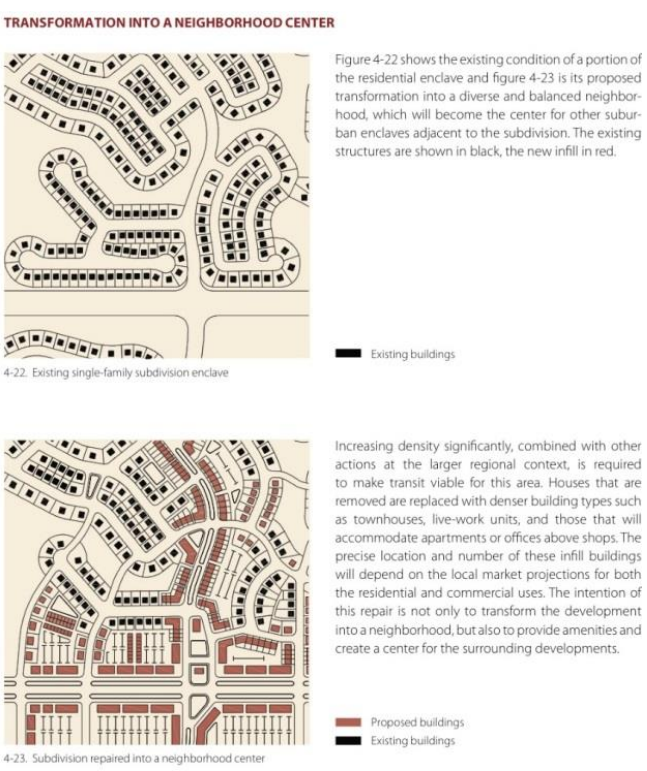
The City shall adopt street-block size maximums.

The City shall preserve and enhance the use of lanes or alleys in appropriate locations.

The City shall preserve its historic grid pattern and shall prioritize infrastructure expenditures that enhance or restore connectivity.

The City shall work to preserve and enhance its network of streets by reducing or eliminating cul-de-sac and dead end streets where feasible.

The City shall update its Parks and Connectivity Plan to maximize a network of pathways for pedestrians and bicycles.



Sample Sprawl Repair to reduce VMT

Objective

Parking Master Plan

Action Strategies

The City shall work toward lowering parking minimums within the mobility districts.

The City shall study the feasibility of parking maximums within the urban core.

The City shall expand it's range of intersection designs to balance pedestrian, bicycle and auto movements and promote safety.

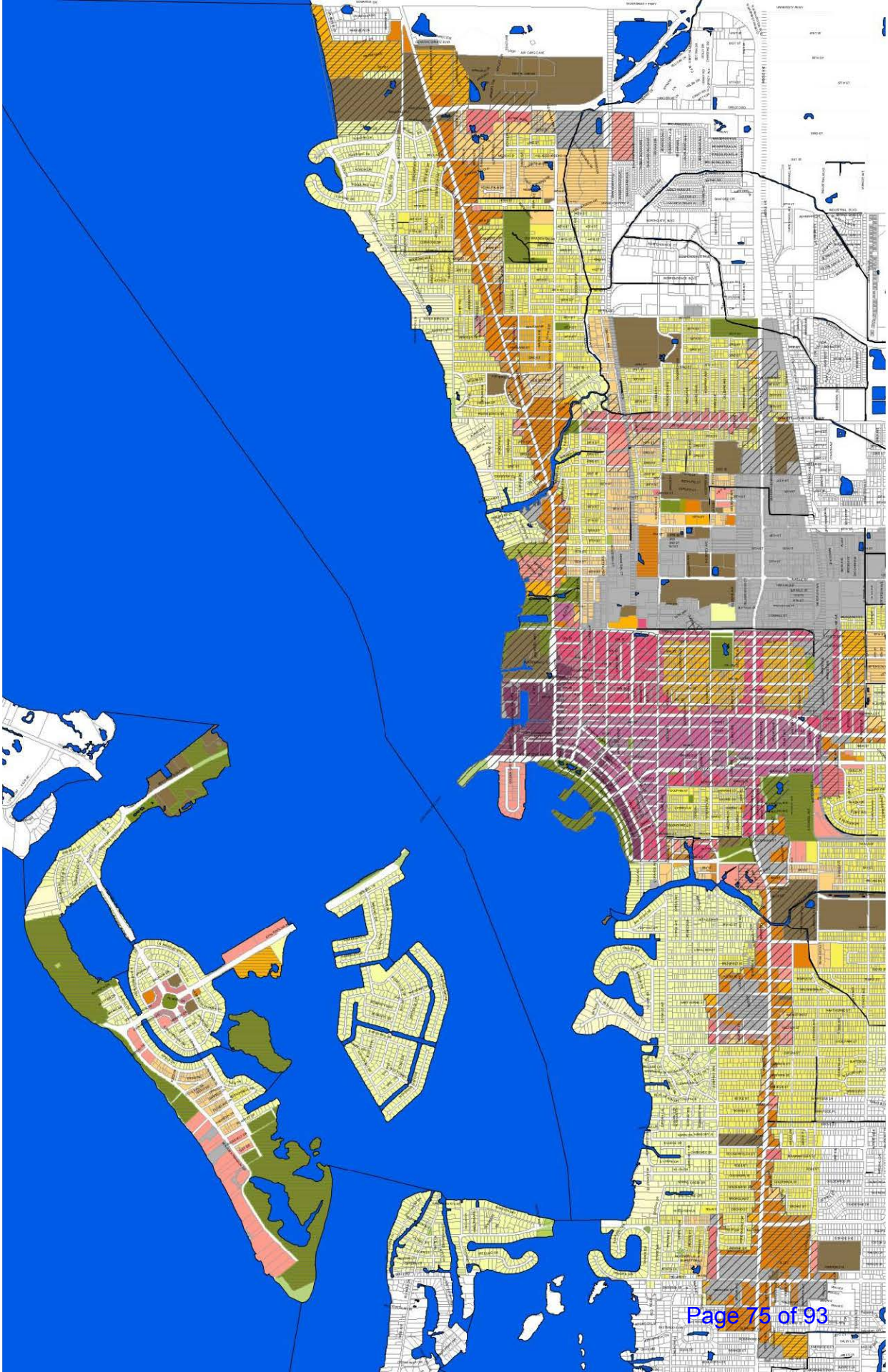
The City shall continue to promote "in-lieu of parking fees" to meet required parking.

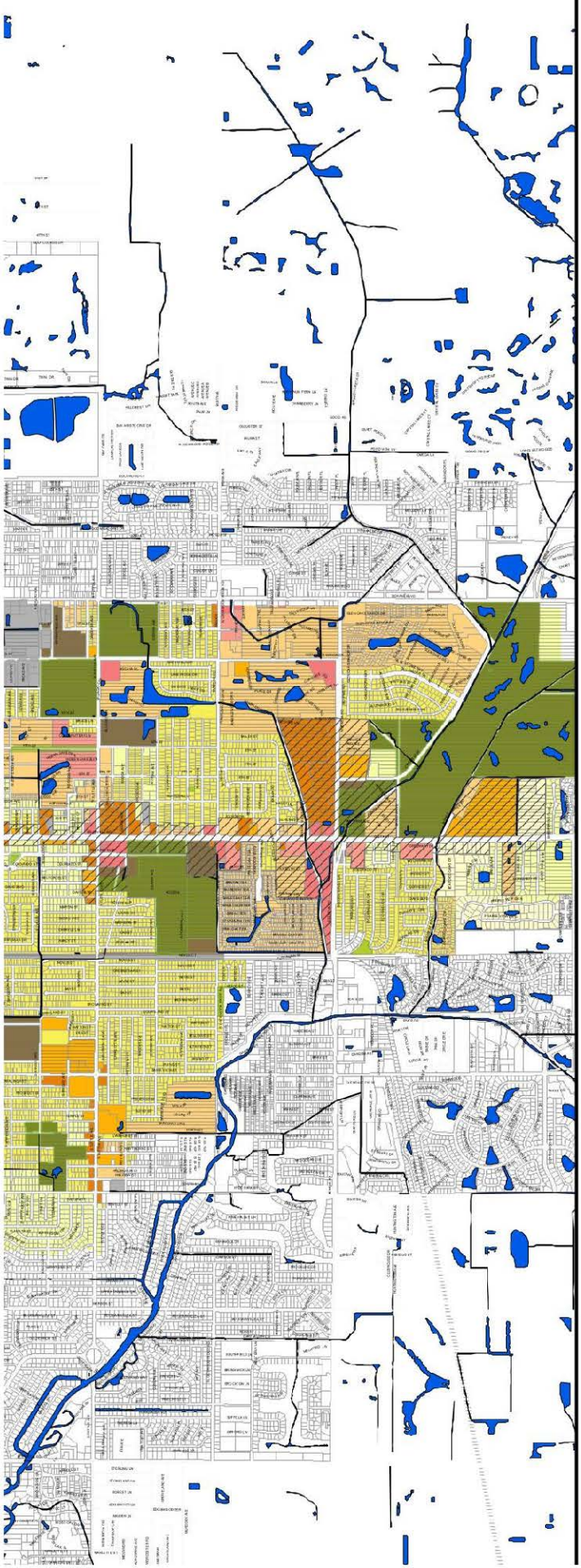
The City shall continue to promote the use of on-street parking to fulfill private parking requirements.

The City shall establish policies that promote retrofitablity in its parking structures.

The City shall expand areas that require parking to be located behind building facades or habitable space to promote walkability.

The City shall utilize parking management strategies to yield parking from existing rights-of-way prior to constructing additional parking structures where feasible.





Urban Design Studio

Straight Translation Transect Zones with Mobility Review Districts

MobilityReviewDistricts

Parks

Straight Translation

<all other values>

Transect

- CS
- T3-R
- T3.1-O
- T3.2-O
- T4-R
- T4.1-O
- T4.2-O
- T5-R
- T5.1-O
- T5.2-O
- T6-10
- T6-18

Objective

Objective
Develop a transportation system to enhance and preserve city neighborhoods.

Action Strategies
All streets and their elements shall be designed with the pedestrian as the main emphasis.

All streets should have a consistent vocabulary of paving, planning, lighting, and street furnishing elements.

Special paving shall be used on high pedestrian streets.

Street trees shall be of a local specimen that provide shade, contrasts with the park trees, and be of significant caliper no less than 3 ½" – 4" when installed, and generally be planted in the tree pits immediately adjacent to the back of curbs.

Pedestrian circulation throughout the site shall be continuous. Sidewalks shall align with one another and connect to crosswalks at all crossings to permit at grade movement at all times

Street lighting shall be implemented at a standard consistent with Sarasota's Transect Zones

Roadway widths shall comply with the requirements of the City of Sarasota where feasible.

The City shall examine new funding sources such as Premium Transit Contribution in addition to Mobility Fee for Density Bonus Program

The City shall coordinate with educational institutions to study a Student Credit Hour Fee for Transit Passes in exchange for lower headway times.

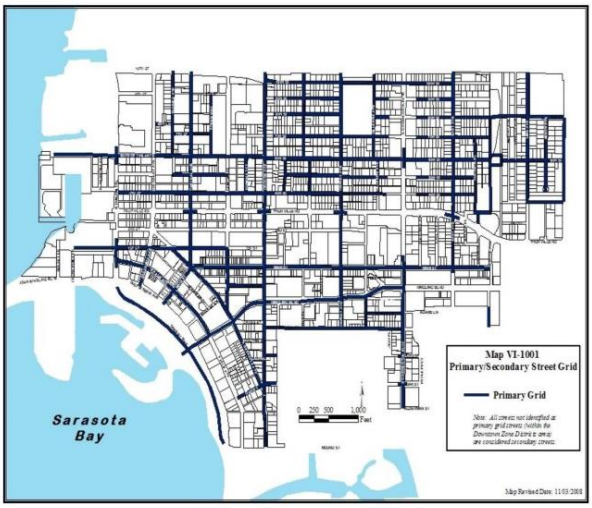
Design Strategies

Objective
Roadway design and construction for safe, convenient and efficient multimodal transportation system;

Action Strategies
The City shall Incorporate the organizing principle of form-based coding citywide to promote walkability through the interface (form) of buildings and how they shape streets and public spaces.

The City Shall expand the Primary/Secondary Street Designation Citywide.

The City Shall analyze parks and civic spaces and incorporate roadway and trail designs that provide connectivity for non-motorized vehicles



More than one Intersection Solution

Transit Medians

Complete Streets

Purpose and Intent

The purpose of Complete Streets is to create beautiful, interesting and comfortable places for people that promote multimodal mobility. The design of cities begins with the design of streets, as community places where people want to be. As part of Sarasota's public realm, streets shall be held to a higher standard for urban design at a human scale. Multimodal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of Sarasota and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street- facing retail, and/or other elements that enhance the attractiveness of Sarasota and foster healthy economic development.

Objectives

The City of Sarasota shall align land use and transportation goals, policies and code provisions to create complete streets solutions that are appropriate to the individual contexts; that best serve the needs of all people using streets and the right-of-way.

Complete streets: all city road improvement projects shall work to create "complete streets." Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities can safely move along and across a complete street. Design is based upon the concept that traffic behavior is more positively affected by the built environment of streets and public spaces with lower design speeds. Techniques used include the use of visual friction, textured treatments, and other design strategies rather than excessive regulatory signage.

Action Strategies
All City-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, rechannelization projects and major maintenance, must also be included.

All relevant City departments, partner agencies, and funding recipients shall work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

The City shall work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and roadway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

Complete Streets

All relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by the City are serving each category of users by collecting baseline data and collecting follow-up data after project implementation

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date version of The Florida Department of Transportation and Smart Growth America.

The City shall take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, mode balance, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural and urban design principles.

The City shall utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the right of way.

The City shall seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

The City shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bikeway network.

The City shall evaluate projects within the Capital Improvement Plan to encourage implementation of this Policy.

The City shall secure training for pertinent City staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy. Training may be accomplished through workshops and other appropriate means.

Exceptions to the Complete Streets Policy may be granted by the City Commission which may include:

a. Transportation networks where specific users are prohibited by law, or where it is not feasible to accommodate them. An effort will be made, in these cases for accommodations elsewhere.
b. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use.

Trees & Traffic Calming

Images & Note Courtesy of Dan Burden

Traffic Calming results from correct tree placement
The top two images are both collector category streets (Avenues). Historic tree plantings reduce speeds, provide greater green cover reward walking activity. Streets that maximizes asphalt also increases the tendency to speed. Walking becomes a lonely and sometimes scary activity. The bottom two images each have the same curb to curb dimensions.
Trees placed at the street and on street parking bring speeds down 7-8 mph.

Streetscaping & Tree Canopy

Purpose:

Reduced and more appropriate urban traffic speeds. Urban street trees create vertical walls framing streets, providing a defined edge, helping motorists guide their movement and assess their speed (leading to overall speed reductions). Street safety comparisons show reductions of run-off-the-road crashes and overall crash severity when street tree sections are compared with equivalent treeless streets. (Texas A and M conducted simulation research which found people slow down while driving through a treed landscape.

Objective:

A transportation system to enhance and preserve city neighborhoods.

Action Strategies:

City road improvement projects shall include streetscaping plans that add to the City's urban tree canopy through the use of native vegetation. City streetscaping projects shall also be transect based as to scale, cadence, and building frontage compatibility.

Signage shall be used carefully so as not to constitute unnecessary sign clutter.

Objective
Increased use, safety and convenience of pedestrian and bicycle; networks;

Action Strategies
The City shall promote pedestrian and bicycle safety through security, functionality, comfort and aesthetics.

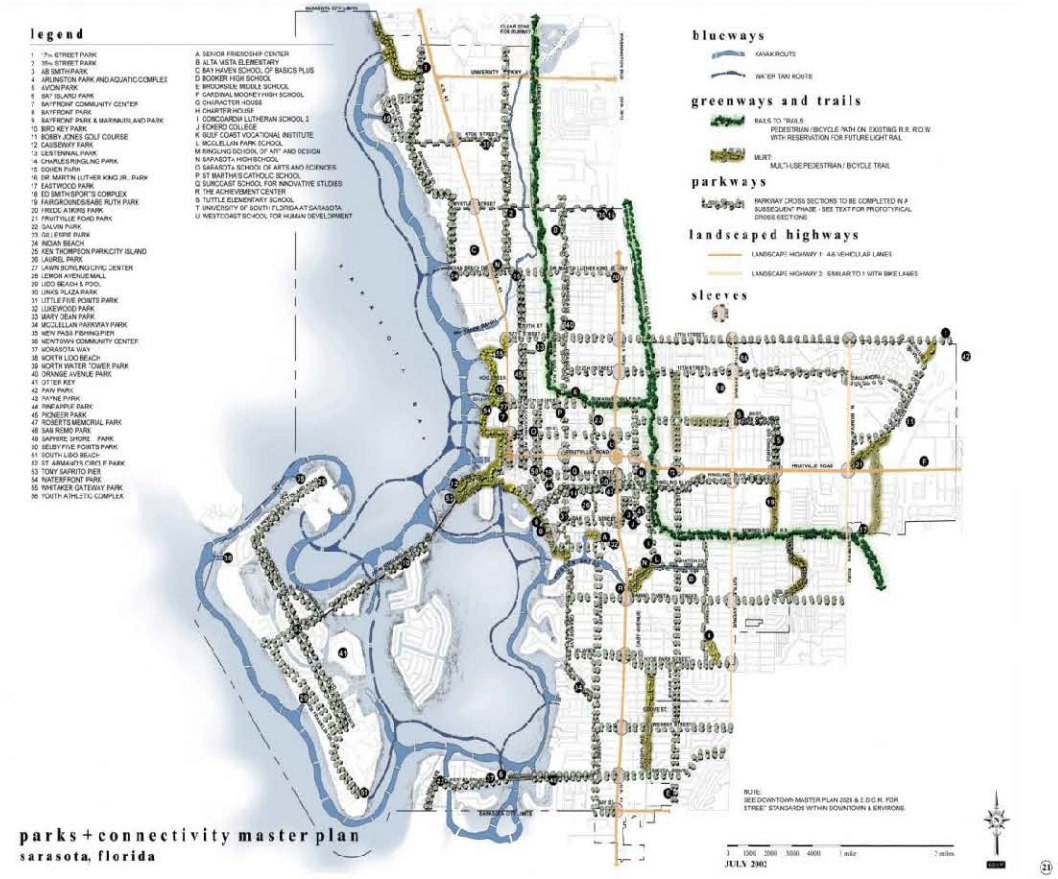
The City shall use context sensitive design strategies including:

1. Balancing safety, mobility, community, and environmental goals in all projects.
2. Involve the public and affected agencies early and continuously.
3. Use an interdisciplinary team for project review and oversight.
4. Address all modes of travel.
5. Apply flexibility for creative solutions to design challenges.
6. Incorporate aesthetics and tree canopy as an integral part of good design.

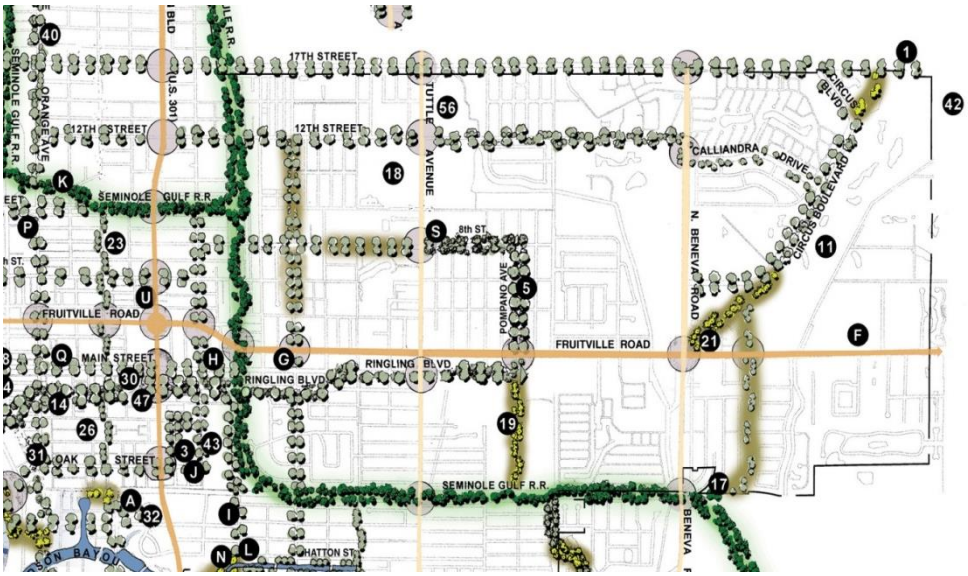
The City shall work to reduce design speeds through the use of lane narrowing, on-street parking, street tree planting and other traffic calming design elements.

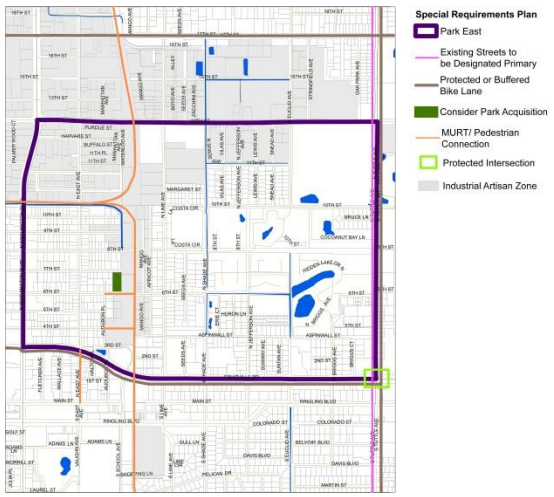
Intersections on major roadways shall be designed to enable transit use while at the same time protecting bicycle users and pedestrians from turn movements.

Update in Progress: Bicycle Master Plan



Adopted Parks & Connectivity Plan





Draft Neighborhood Special Requirement Plans The adopted plan was reviewed during individual neighborhood walking audits for creation of the form-based code.

Walkability

Objective

Increased use, safety and convenience of bicycle networks.

Action Strategies

In an effort to promote walkability and the use of other non-motorized modes of transportation within in the planned urban area, the City of Sarasota shall update its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

The City shall continue to promote and assist in the creation of City, County and Regional systems of interconnected and designated bicycle ways, and promote the implementation of the City and County *Bicycle Facilities Master Plans.*

The City shall continue to develop and update a comprehensive citywide Parks & Connectivity Master Plan that includes interconnected and continuous greenways and continuous corridors for travel by pedestrians and non-motorized vehicles.

In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages. for community- or neighborhood-serving businesses, and all existing and planned Urban Center and transit stations and mass transit corridors. These context sensitive measures should include, wherever feasible, on-street parking, wide sidewalks, and street trees at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing walkability contained in the Land Use Chapter.

Primary Street Frontages

In addition to the current priorities for constructing new sidewalks and bicycle facilities, the City shall aim to provide continuous sidewalks and bicycle facilities along the following:

- Planned Transit Hubs, Urban Villages and Commercial centers,
- Existing parks and recreation open spaces,
- Both sides of all collector and arterial roadways within 1/4 mile of all planned transit nodes and centers, and At least one side of collector and arterial roadways between 1/4 and 1/2 mile of all existing Mobility District centers and corridors.
- All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. The City shall work with Sarasota County and FDOT to implement this policy.

Neighborhood Reinvestment

Purpose:

The City recognizes that Investment in infrastructure is fundamentally an investment in the physical and organizational structures necessary for the operation of an efficient and equitable society. Viewed functionally, infrastructure ensures the health, safety and welfare of communities, and facilitates the daily commerce of socio-economic entities.

Objective:

Restoration, Preservation and Enhancement of the City's existing neighborhoods.

Action Strategies:

The City shall recognize that the smaller grained streets of its neighborhoods play a vital role in the grid street system and connectivity.

The City shall expand its mobility planning to ensure capital improvement projects and investment includes this aging infrastructure.

In addition to making the necessary investments in roads and highways, the City shall explore alternative means of bolstering the neighborhood's transportation network. These items shall include elements such as bike paths and lanes that provide an environmentally-friendly means of transportation, especially for residents that can afford a bicycle, but not a car. It should also include long term planning for public transportation networks (such as buses and light rail service) that confer similar benefits.

The City shall recognize that sidewalks and islands at street crossings can contribute to a walkable community and shall prioritize neighborhood funding to maintain and enhance these improvements within existing City neighborhoods.

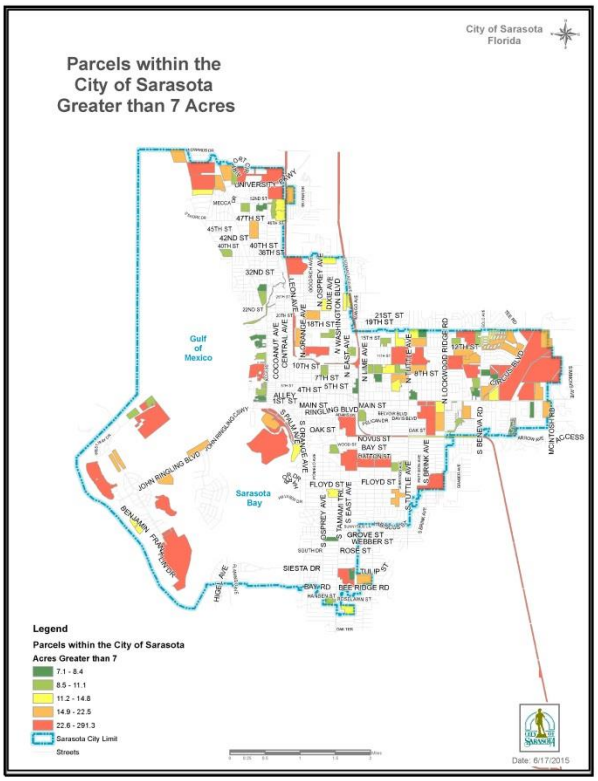
Flood Zone Adaptation

Action Strategies

The City of Sarasota shall study, develop, and adopt flood zone adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.

The City of Sarasota shall work with Transportation agencies developing their transportation plans for Sarasota County and the Region to take into consideration flood zone adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

* This will be discussed in detail in the Environmental Chapters of the Comprehensive Plan.



Urban Village, Center, and Node Opportunities