

Sarasota in **motion**

PHASE ONE

VISION, INVENTORY, AND PRIORITIES

Prepared for:



Prepared by:



October 2, 2019

**SARASOTA IN MOTION
CITYWIDE TRANSPORTATION MASTER PLAN**

Phase One

Vision, Inventory, and Priorities

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EXECUTIVE SUMMARY

The first phase of *Sarasota in Motion* was to create the vision, inventory, and priorities for the City of Sarasota's first citywide transportation master plan. During April 2019 - July 2019, the project team hosted an agency workshop, public meetings, online survey, and pop-up events. The goal of these activities was to share national trends in transportation, gauge the priorities of the community, and create a dialogue about mobility. The vision and performance measures for *Sarasota in Motion* were a result of these engagement efforts.

Summary of Themes

During meetings in person and through the online survey, several key themes have emerged in terms of priorities and values for the community. The first theme that was clearly communicated was the desire to create better streets for people who would like to walk or bicycle more frequently but are currently afraid to do so. There is also a general understanding that the City will continue to grow, but this growth should be better directed for long-term sustainability. The general themes observed include:

- Create safe streets for all ages and abilities, particularly for those that are most vulnerable, such as the elderly, children, people walking, and most notably, people biking.
- Create meaningful choices for walking, biking, and transit modes beyond single-occupant automobiles.
- Address transportation at the neighborhood level and be inclusive, particularly for communities that have been historically underserved.
- Be future ready for transportation technology.
- Align transportation investments with sustainable growth and economic opportunity.
- Prepare for and mitigate the impacts of climate change.

Summary of Participation

In summary, an estimated 2,500 people participated in the Transportation Master Plan during Phase One, whether in-person, or online via the survey or by visiting the project website. Below is a summary of the participation during this phase:

- 1 agency workshop with state, regional, and local partners
- 2 public workshops
- 5 separate pop-up events (festivals, summer camps, markets, etc.)
- 758 survey participants
- 1,275 unique website users

AGENCY WORKSHOP



Agency Workshop on May 3, 2019

The first task of *Sarasota in Motion* was hosting an all-day Agency Workshop. The workshop occurred at the Bayfront Community Center on May 3, 2019 with participants who commonly work on issues related to transportation in and around Sarasota. The purpose of this event was to hear from agency stakeholders about what they experience within their community related to transportation. The workshop was designed to reveal preferences and priorities amongst those who are charged with planning and operating the current transportation environment.

The workshop began with a scenario planning exercise in which stakeholders considered new trends in transportation, and how they may manifest locally. These participants worked in groups to brainstorm how assumptions may change, and how the City needs to prepare for those changes. In the afternoon, they participated in a transit planning session. Then the participants worked in groups to design a bus network for a theoretical city, debating the trade-offs between coverage and frequency.

Representatives from relevant City departments, County departments, transit agencies, the metropolitan planning agency, neighboring jurisdictions, employers, planning agencies, Sarasota County schools, and economic development partners each participated in the Agency Workshop. In total, 43 people were in attendance.

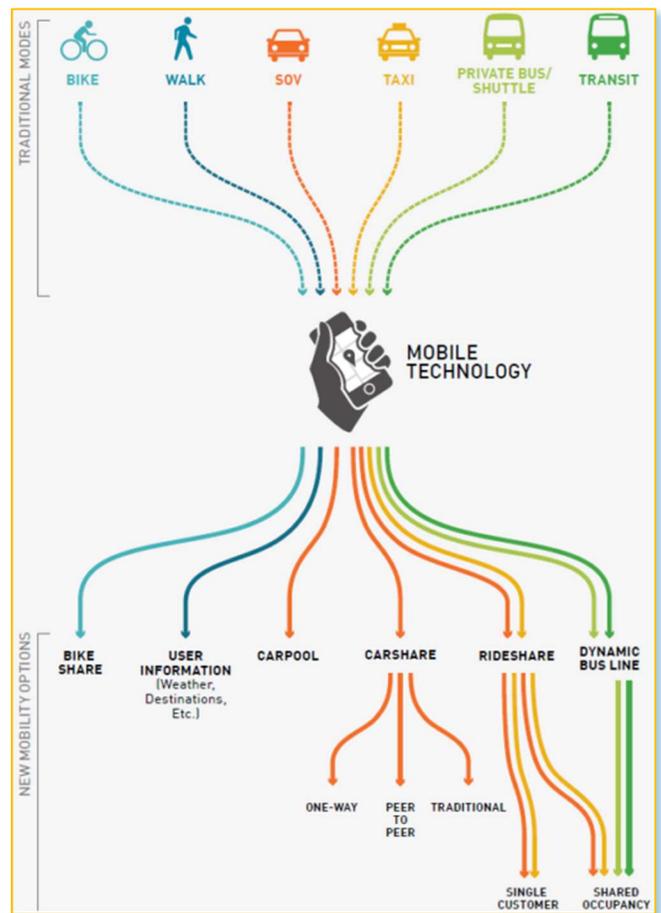
Scenario Planning

This task within the workshop helped summarize the current status of transportation and travel habits within the City. Alternative scenarios around new mobility, economic development, and land use were developed and evaluated within seven different focus groups at the workshop.

In scenario planning, the stakeholder anticipates the unknowns that proactively harness benefits while limiting risk. The goal is to explore the likelihood and impact of change. Transportation is an industry that reflects both societal changes and technology changes. Current trends are not assumed to continue into the future.

This scenario planning effort created a vision for the preferred scenario, and then forecasted an outcome on the most likely scenario. Many different scenarios were explored for the public feedback.

Stakeholders reviewed the impact that emerging mobility trends could have on Sarasota. The foundation of the first workshop was to define the scale of new mobility trends considering the goals, strategies and objectives for transportation outlined in the City's Adopted FY 2018-2020 Strategic Plan. Each of the focus groups created and presented different scenarios around modes (transit, ped/bike, and motor vehicles), implementation, and non-mobility variables (parking, form-based code, jobs, etc.).



Technologies impacts on transportation.

Each group identified key variables that influence implementation, and also considered the level of risk, opportunity, and influencing factors to test ideas.

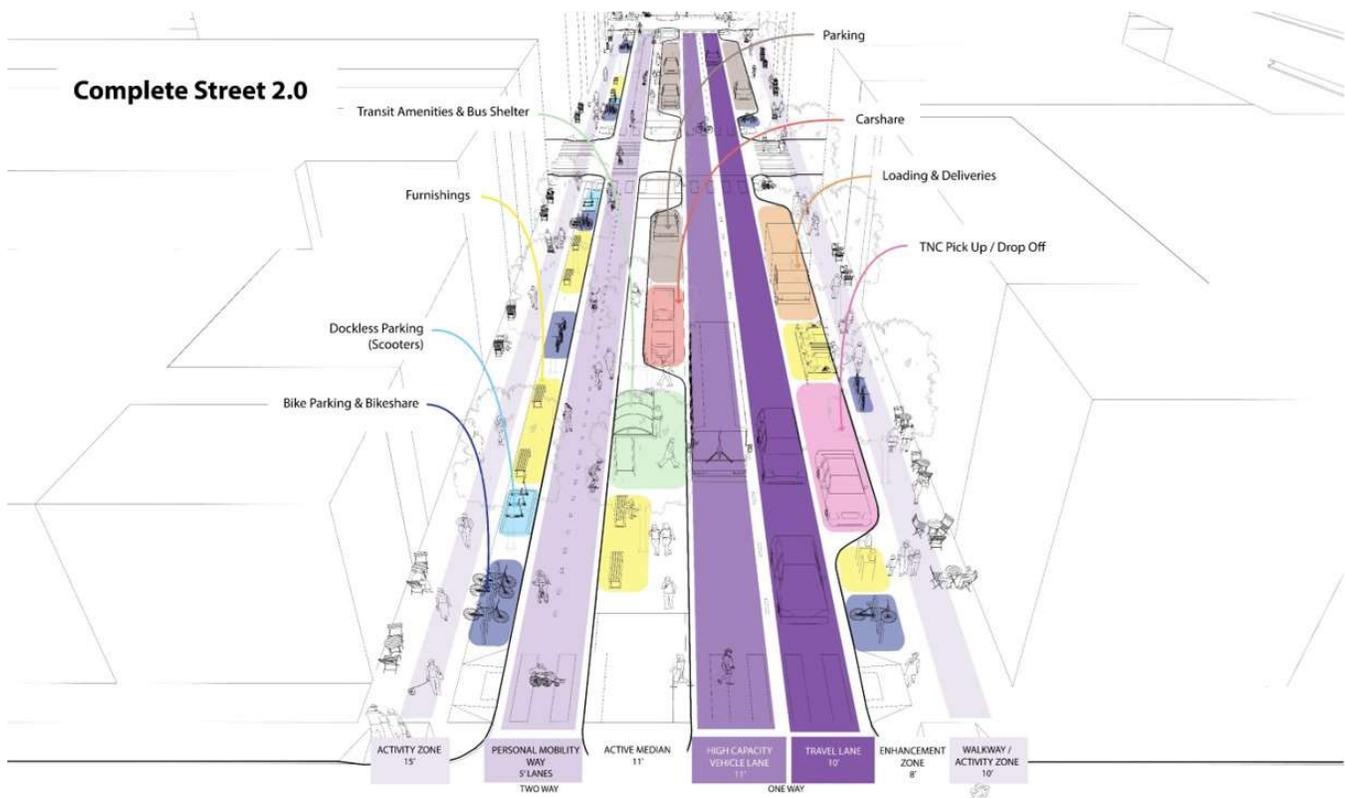
The fundamental goal of the scenario development process was to harness the benefits of new mobility in the near term while limiting the risks of future technologies. The consulting team documented emerging trends in transportation, and then developed strategies to manage these trends toward a desired outcome. Some of the trends that were initially identified by the consultant team included:

- Placemaking and creating people oriented cities
- Autonomous urbanism within the city of tomorrow
- Changes in travel behavior and shifting demographics
- Expanded mobility options
- E-commerce for freight and warehousing
- Emerging parking trends for retail
- Complete Streets 2.0

The original complete street principles (1.0) focus on providing access and mobility for everyone regardless of age, ability, or mode. A complete street is unique and responds to the specific need of the community, streetscape, and land use context. A complete street is balanced by providing transportation options away from auto-centric planning and design, that considers the larger network on a systemwide approach. A complete street is safe by prioritizing the needs of the most vulnerable users so that they are confident in their mobility use.

Complete Streets 2.0 is a concept that takes the original principles and then also considers emerging trends from new mobility, frequently along major corridors. Much of these trends are related to multiple modes of transportation, as well as point-to-point trips that use a digital infrastructure, are adaptive, and provide complete networks through mobility hubs.

Modifying the streetscape as well as the built environment adjacent to the street to accommodate these emerging trends is a fundamental consideration for Complete Streets 2.0. Designing for Complete Streets 2.0 is guided by mode of travel, speed, person-capacity, and demand.



Example corridor of the Complete Street 2.0 that design for emerging technologies.

The different stakeholder groups developed a variety of scenarios based on the trends they see as potentially relevant to Sarasota. The scenario developed by each group, and each of their considerations are provided in the Appendix.



Agency Workshop Scenario Planning Exercise

Several themes emerged across these scenarios:

- Each group cited the need to **support walking, biking, and transit** trips to see the growth they desire in their 10-year scenarios.
- **Safety**, particularly bike safety, is a key concern for most groups.
- Several groups highlighted the opportunity to **mitigate climate impacts** through policy and development shifts.

- Groups mentioned the need to **engage and serve all groups and neighborhoods**; in particular the most vulnerable groups that have been historically underserved.
- The future scenarios recognize that **new technology and changing demographics** have already changed our assumptions about the travel network, and new trends will continue to emerge as we approach the 2030 scenarios.
- There is a clear need for **context-sensitive solutions** that focus on the needs of districts, rather than one-size-fits-all solutions.

Transit Planning

During the afternoon the focus shifted to transit planning; groups were challenged to develop a bus network for a theoretical city. This city had varying densities of residential, commercial, and industrial development. It had several major destinations outside of downtown, including a university, a major hospital, and a shopping mall. One side of the city was lower income and the other side was higher income. Each group was given the same number of bus lines with varying length and frequency to allocate to serve the mobility needs of the city. The shorter lines had higher frequencies, while the longer lines had lower frequencies.

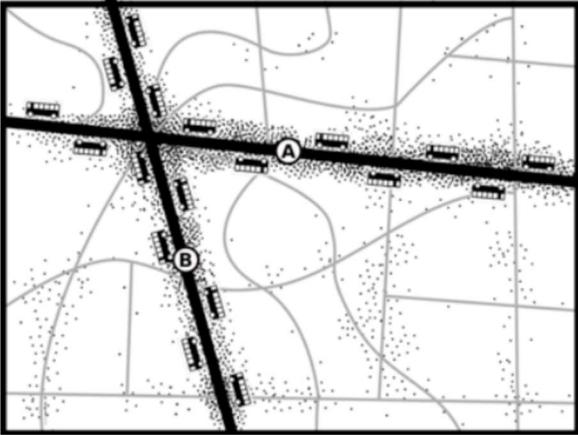
Most of the groups decided to trade in some or all their lowest frequency lines for higher frequency, because they decided it is not reasonable to expect people to plan their day around a bus that only comes once per hour. The key takeaway of this exercise is that **transit frequency is a huge factor**. This resulted in a network with less coverage, but where the areas served by coverage can expect a bus every 15-30 minutes, so it becomes more reliable and therefore viable as an everyday option.

Many groups went back and forth regarding the tradeoffs between transit frequency versus transit coverage. Most groups concentrated their higher frequency service on downtown, with and at least medium frequency connections to other activity centers like the university and medical center. The structure of the transit network itself varied between groups, with some creating a radial network, and some focusing on a central spine with branches. In summary, it was evident that the type of transit service provided reflected priorities chosen with limited

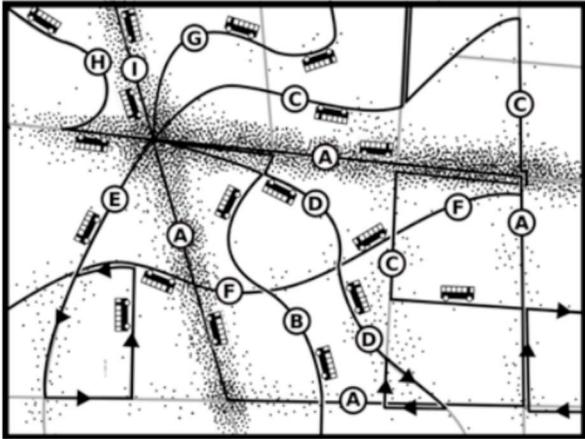
resources. These choices are to be evaluated in more detail in the next phase of Sarasota in Motion as they specifically relate to SCAT and the City of Sarasota.



Agency Workshop Transit Planning Exercise



versus



A transit network that focuses to provide more frequency and ridership (left) versus a transit network that provides more geographic coverage to all (right).

PUBLIC VISIONING MEETINGS

Two different public meetings were held on Tuesday, June 4, 2019 at the following locations:

- Bayfront Community Center from 11:00 am – 1:00 pm
- Robert L. Taylor Community Complex from 5:00 pm – 7:00 pm

The two meetings were held on the same day, but at different times and locations to reach a wider audience. Both sessions featured the same agenda, beginning with a presentation about the project and national trends in transportation from the consultant team. Community members had the opportunity to fill out online surveys at the meeting or post their responses to survey questions along the wall.

Community members also filled out a scenario planning worksheet that included a fill-in-the-blank exercise describing an ideal trip that they would like to do in 2030. People used this opportunity to describe the types of infrastructure and land use changes that would better support their future travel needs.



One of two public visioning meetings conducted on June 4, 2019.

Based on the scenarios described by community members through the worksheets, the following components are important parts of the shared vision for mobility in Sarasota:

- Direct, convenient, safe, and enjoyable trips
- A multitude of transportation options
- On-street bikeways that are designed for all ages and abilities, supported with infrastructure like e-bike stations and secure parking
- A connected network of clear, wide sidewalks, with shade trees and crossing enhancements
- Expanded Multi-Use Recreational Trail (MURT) network
- New high-frequency transit options, especially to high demand destinations like the beach, downtown, and the airport
- Direct connections to mixed-use and commercial centers so people can accomplish daily errands on their way home
- An intuitive parking program that guides people to the best parking options efficiently
- Environmental sensitivity and preservation of Sarasota's natural beauty
- Enforcement of unsafe driving behavior
- Opportunities for social interaction
- Regional connections to Tampa and Orlando

Tell us about **your vision** for Sarasota's transportation system in 10 years...

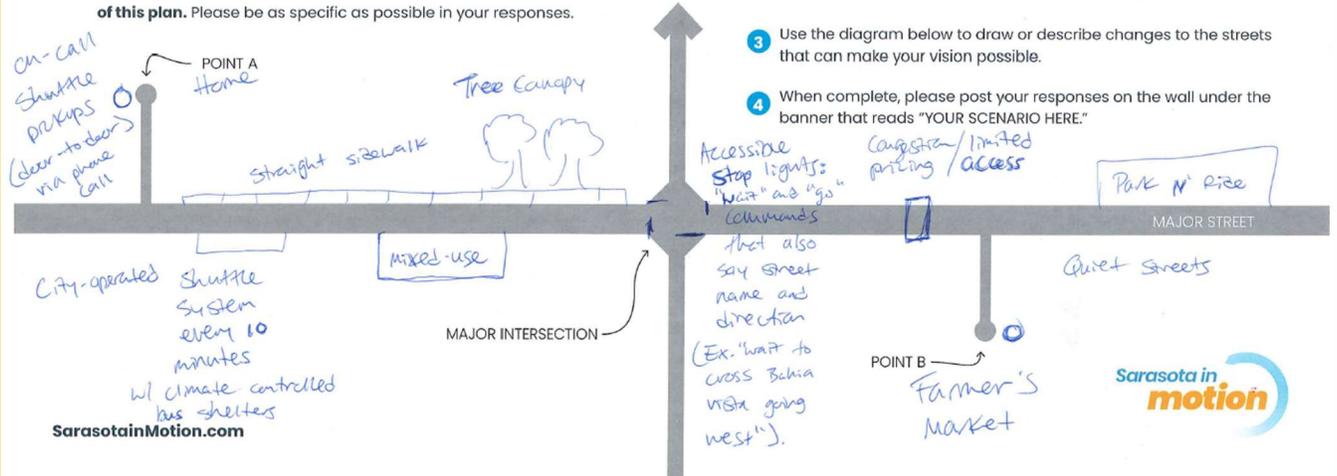
1 How would you like to travel and get around Sarasota? Tell us about a trip from point A to point B that you imagine doing in 10 years. This could be a trip that you don't today because it's too hard or is too inconvenient now. Maybe it's a trip that you do often by car but you would like to be able to walk, bike, or take transit. What does that ideal trip look like? **Complete the sentences to the right and the diagram below to help us understand your desired outcomes of this plan.** Please be as specific as possible in your responses.

2 Complete the sentences below to describe your vision.

In 2030, my trip from Home [POINT A]
 to Farmer's Market [POINT B] is smooth [ADJECTIVE].
 I am able to walk [TYPE OF TRANSPORTATION, E.G. WALK, DRIVE] because
 there is/are good, straight sidewalks [INFRASTRUCTURE THAT MAKES YOUR TRIP EASIER].
 On my way there, I shop [VERB OR ACTIVITY, E.G. STOP AT THE STORE, DROP KIDS AT DAYCARE],
 which is convenient because there is mixed-use [REASON].

3 Use the diagram below to draw or describe changes to the streets that can make your vision possible.

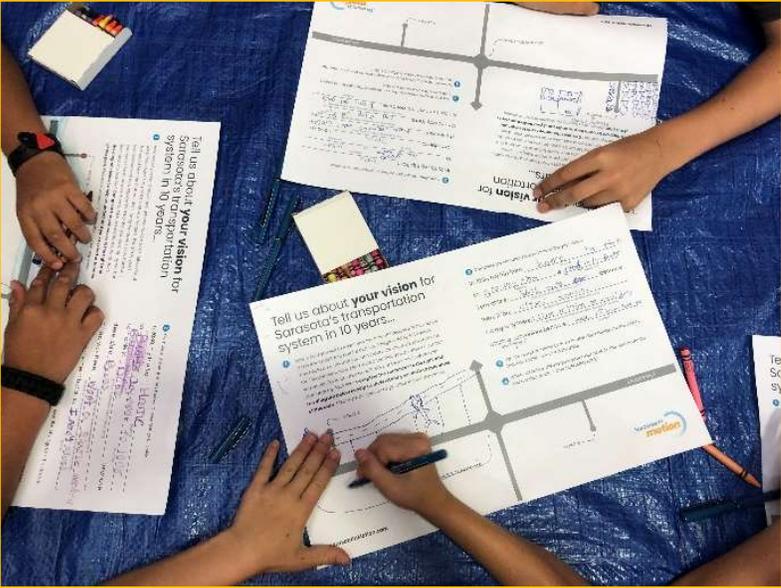
4 When complete, please post your responses on the wall under the banner that reads "YOUR SCENARIO HERE."



Example Completed Scenario Worksheet.

POP-UP EVENTS AND OTHER ACTIVITIES

In addition to the formalized workshops, project staff attended "pop-up events" to provide information about *Sarasota in Motion* at an already established function. For example, project staff attended festivals, summer camps, and public markets equipped with iPads for community members to complete the survey, informational cards with the website link, and were prepared to talk about *Sarasota in Motion* with anyone who was interested. At the children's summer camp, the next generation of Sarasota's transportation users created scenario worksheets similar to the public visioning meetings.



Public outreach included attending children's summer camp to prepare for the next generation.

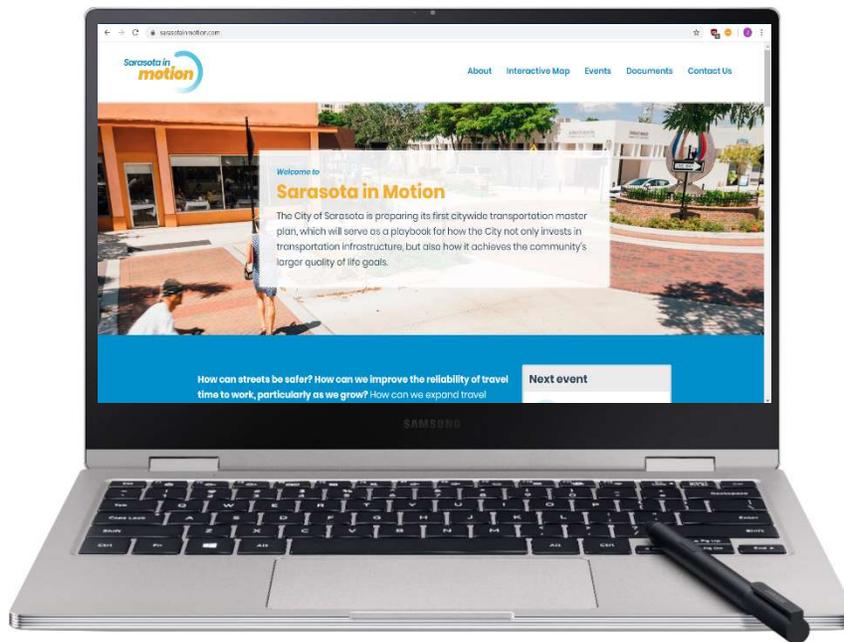
The City also used other forms of media to advertise and promote *Sarasota in Motion*. Project staff completed several radio and television interviews in addition to a press release and social media posts from the City.



Public outreach included a variety of pop-up events as well as interviews with a variety of media outlets.

ONLINE SURVEY RESULTS

An online survey aimed at revealing community priorities was open May through July 2019. The survey was advertised by the City and available via the project website: www.SarasotainMotion.com.



Sarasota in Motion Website: sarasotainmotion.com

In summary, 758 people completed the online survey. Most participants were people who live in the City of Sarasota, and downtown residents represented the largest share of these participants. The majority of survey participants lived in Sarasota full time.

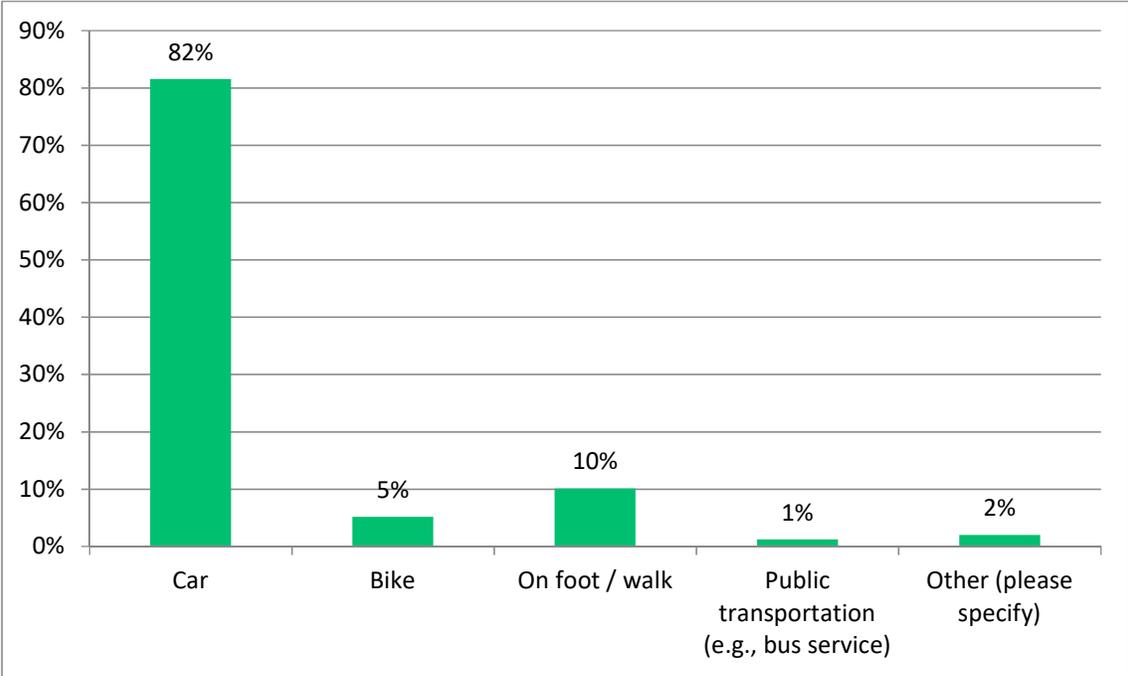
The results demonstrated that **people choose to travel by car but would prefer to walk or bike more frequently than they currently do**. The most frequently stated concern was that the City become “safer and more comfortable to cross the streets.” Provided on the following pages are the results of the survey for each of the 21 questions included.

Question 1: If Sarasota were a person, what three words would you use to describe him/her?

In response, the words that people used most often to describe the City are:

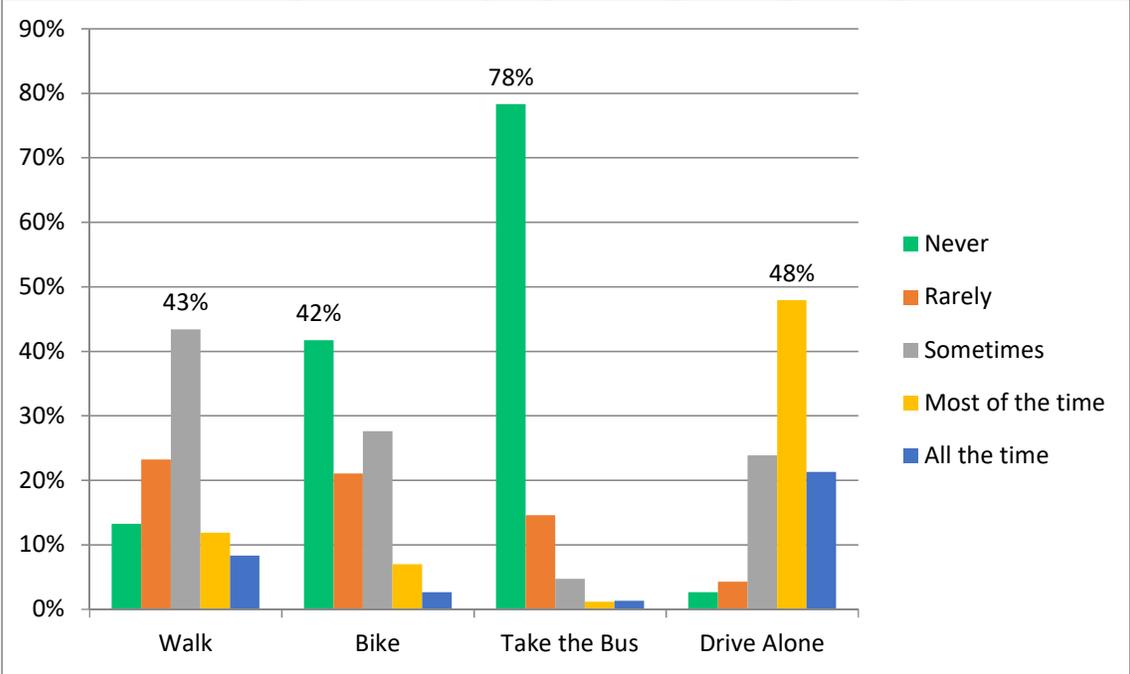
- Beautiful
- Congested
- Friendly
- Artsy
- Evolving/growing
- Mature
- Hot/sunny
- Cultural
- Calm/Peaceful

Question 2: Which mode of transportation do you use most often?



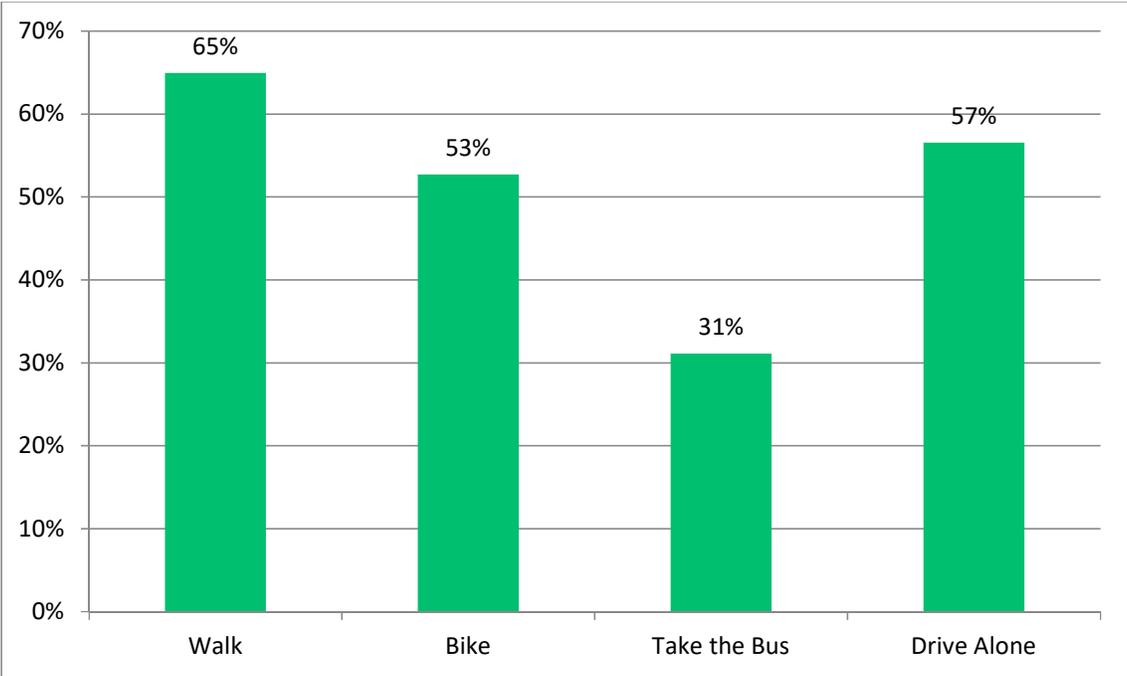
The vast majority of respondents (82%) reported driving as the mode of transportation that they use most often. The second most common response was walking, with 10% of the votes.

Question 3: How often do you make trips by walking, biking, taking the bus, and driving?



While driving may represent the most common travel mode, there were a significant number of people who sometimes choose walking (43%) and biking (28%). The majority of respondents (78%) said that they never take the bus.

Question 4: How do you want to move to/from and around Sarasota? (Check all that apply)



When question #4 is compared to question #3 the results demonstrated that **the travel modes people choose today, do not reflect how people want to move to/from and around Sarasota.** The majority, 69% of survey respondents, reported that they most often chose driving, but only 57% claimed that that was how they want to move around Sarasota. Walking appeared to be the preferred option, with 65% reporting that they would like to travel on foot.

Question 5: I would bike more if...

Survey **respondents overwhelmingly pointed to safety as the main reason for not biking more**. Unsafe road design, lack of dedicated infrastructure, and aggressive driving create an unsafe environment that represented a major barrier to biking for Sarasota residents and visitors. Other respondents said they would bike more if there were better signage and/or bike parking. Some indicated that they do not see biking as an option and would not consider it in the future based on interest or physical ability.

Excerpts from the survey respondents: I would bike more if...

- *“there were safer bike paths and better drivers”*
- *“there were trails and/or protected bike lanes”*
- *“I could rent electric bikes and had more bike lanes.”*
- *“Roads are fast and busy. Bike lanes in my area are narrow or non-existent. Safe, continuous bike lanes would be great. We also need good places to park our bikes at our destinations. Think mini-Amsterdam.”*
- *“Public bike racks...my bikes were stolen (while locked!)... more bike lanes”*

Question 6: I would walk more if...

Survey **respondents would walk more if there were more places of interest in a walkable distance**. Most people indicated that they have no interest in walking because destinations are too far apart. Another theme is that shade would help overcome the heat and sun that keeps them from walking outside. Others said that pedestrian friendly intersections, wider sidewalks, and protection from dangerous driving would encourage them to walk more.

Excerpts from the survey respondents: I would walk more if...

- *“Wider sidewalks, safer drivers”*
- *“Main streets are wide and difficult to cross. Cars making turns on red are a danger”*
- *“it weren't so hot and sun exposed.”*
- *“the city weren't so spread out”*
- *“I lived closer to Downtown”*

Question 7: I would take public transit if...

The most important factor for people choosing public transit was frequency. With current service, **people viewed public transit as limited and inconvenient**. People said they would consider using transit more frequently if there were more routes, if bus stops were closer to where they were going, better hours, and better maintenance. People were interested in other modes besides the bus, in particular: rails, trolley, shuttle, rideshare, tram, and micro-transit.

Excerpts from the survey respondents: I would take public transit more if...

- *"All bus stops had shaded shelters. It is too HOT to stand around on HOT sidewalks waiting for a bus."*
- *"An elevated monorail or trolley. Busses are uncomfortable and slow traffic"*
- *"more routes"*
- *"faster and more affordable"*
- *"If it was a free shuttle"*
- *"It looked inviting"*
- *"Simpler to understand"*
- *"I'm not a bus person. Other forms of public transit are viable options for me but the bus system is inconvenient. More on-demand options (even with multiple passengers) will get more use from me."*

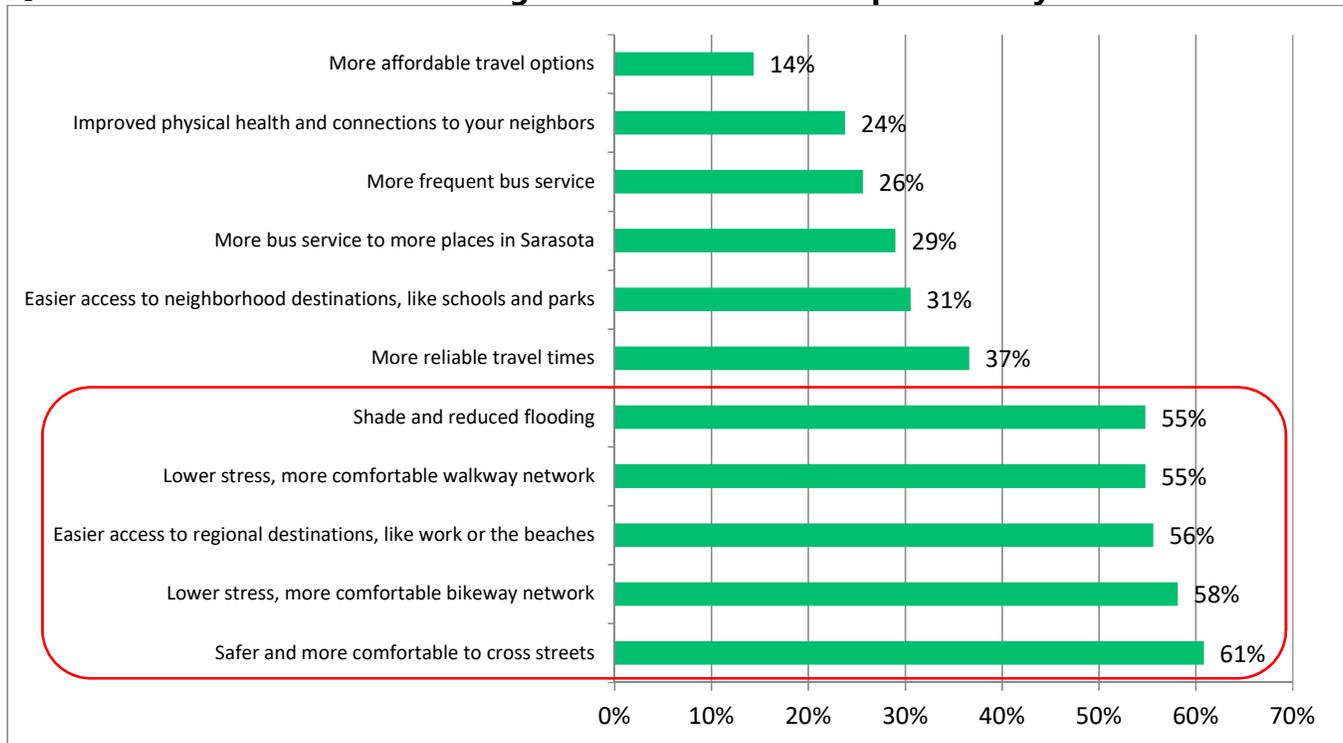
Question 8: I would drive more if...

Most people said that they **want to drive less, not more**. Others said they would drive more if there were less congestion, easier parking, or better signal synchronization.

Excerpts from the survey respondents: I would drive more if...

- *"I already do"*
- *"Wouldn't choose to drive more if I could help it"*
- *"Less traffic lights, less texting"*
- *"There were less traffic congestion"*
- *"I knew I could find parking"*

Question 9: Which of the following outcomes are most important to you?



This question highlighted which issues the participants are most frequently concerned with. The greatest concern was for “safer and more comfortable to cross streets.” The topic of walkers and bikers wanting to feel safe from automobiles was common response in the workshops and was again reflected in the survey.

Similarly, participants also wanted “lower stress” for people to walk or bike around the City. This represented a common theme during the public outreach. Other responses that received more than 50% were for easier access to regional destinations, and to provide more shade and reduced flooding, which recognizes some environmental factors in providing better mobility.

Question 10: What else would you like the project to address?

Overall, people wanted to see this plan focus on a wide variety of new transportation options that have traditionally not been prioritized in transportation planning up until the last 10-15 years in Florida. They wanted the project to address high quality infrastructure for walking and biking, new transit modes, and programs that help everyone understand how to use the new options and coexist safely. People wanted this project to address the connection between land use and transportation, particularly how the transportation system will support the higher density development occurring in Sarasota.

Example responses include:

- *"Protected bike lanes"*
- *"Protect neighborhoods and pedestrians"*
- *"Actions to integrate communities"*
- *"Connecting Legacy Trail to beaches"*
- *"How we will handle increased traffic with all the building?"*
- *"Beautification of the sidewalks and parks"*
- *"More education about availability of low-cost, home-to-destination transportation for non- drivers/aged population"*
- *"Low cost options for seniors and workforce"*
- *"Regional mass transit, trains to Tampa Airport, Orlando"*
- *"Lightweight electric taxi-like vehicles, not clumsy, inefficient buses"*
- *"Water taxis and free rides from taxis to important destinations"*
- *"Traffic!"*
- *"Environment- electric busses- less pollution. Don't think of next-week/next-year/25-year plan, will we be under water? Flooding is an issue every summer."*
- *"Traffic lights"*
- *"Affordable housing so people can live where they work...that would help reduce auto gridlock"*

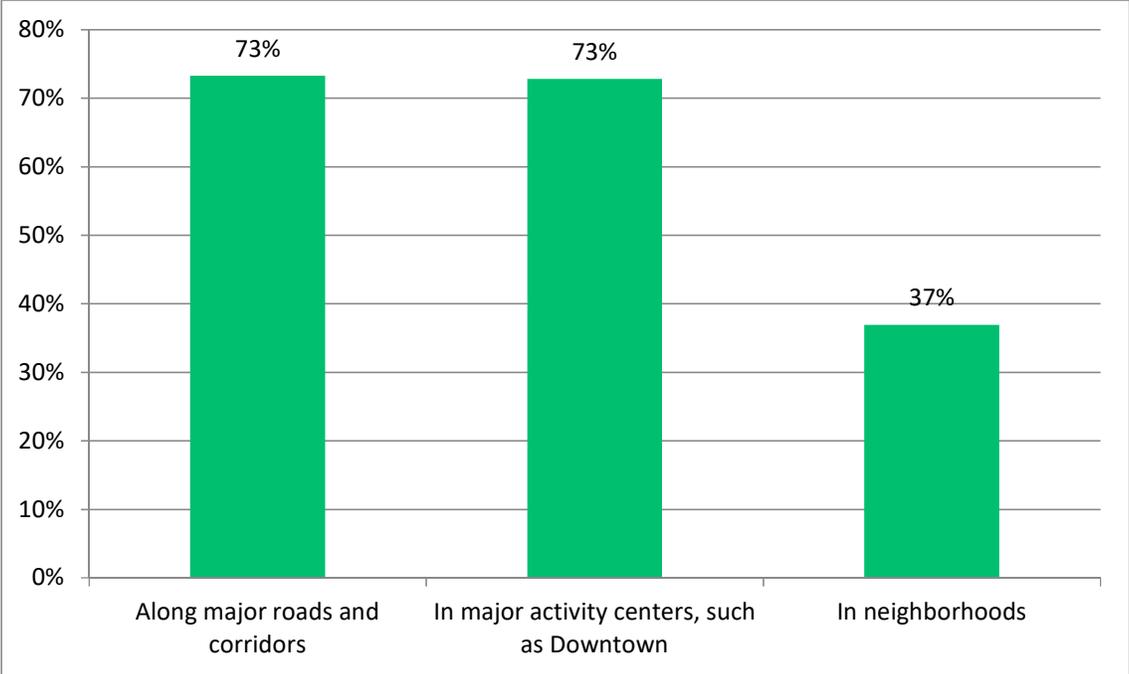
Question 11: What other questions do you have about transportation in Sarasota?

A major theme from this question was that people want to know how the transportation system can manage more people in Sarasota. People also asked questions about safety and the role of new transportation options other than driving. Others asked about the connections to places beyond the extents of the city limits, specifically unincorporated parts of the county, barrier islands, airports, and other major cities on the east and west coasts of Florida. People also had questions about when improvements will happen and what the funding sources will be.

Example responses:

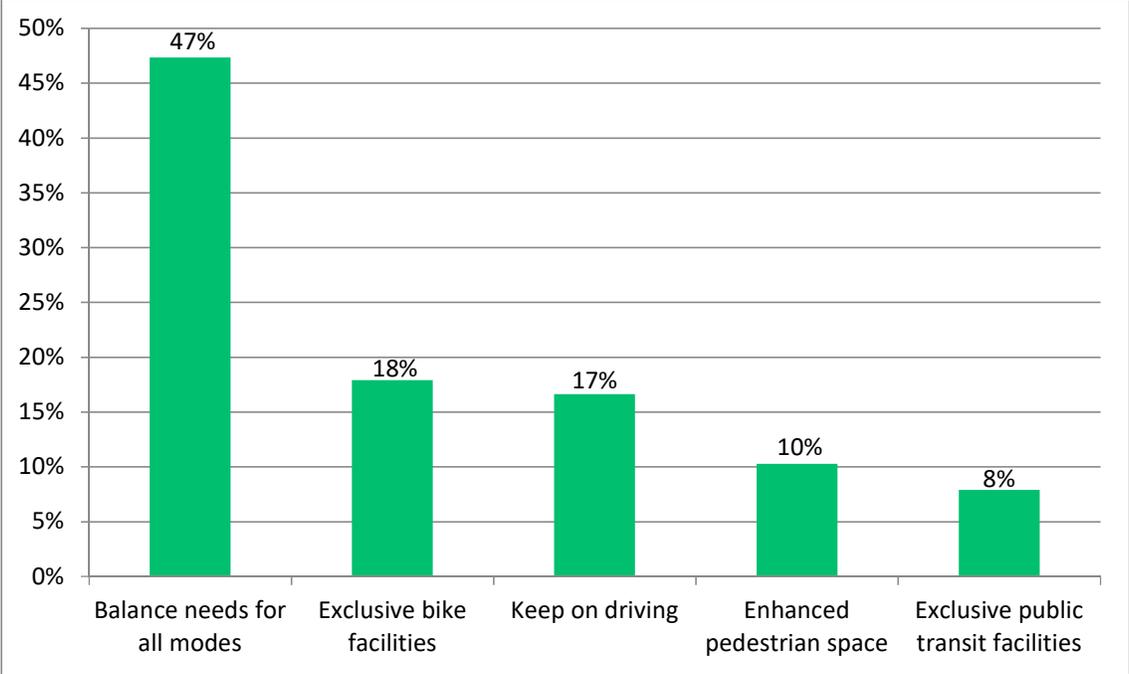
- *“Can we develop in a way that will encourage non-car transit and move away from endless tract homes and sprawl?”*
- *“What is Sarasota doing about getting cars off the roads and more people biking and walking downtown?”*
- *“How can car lanes coexist next to bike lanes without big threats for bikers?”*
- *“What options will you have or create for those who cannot drive themselves”*
- *“What kind of time frame”*
- *“As the local population grows, how does the City plan to accommodate the additional traffic?”*
- *“How does Uber and Lyft fit in and when we have fully autonomous self-driving cars.”*
- *“Is it even possible to change anything when cars are so dominant??”*
- *“How will the City deal with barrier island congestion?”*
- *“Is there a place for electric scooters here?”*
- *“How will this affect the unincorporated parts of Sarasota”*
- *“What IS the future of transportation in Sarasota??”*
- *“What is the transportation budget over the foreseeable future? Are funds secured?”*
- *“Where can we go to see and follow the process/progress of this transportation revamp?”*

Question 12: Where people live and work and the density of development influences how people travel. Increasing density along major corridors or in specific areas can improve transportation efficiencies by allowing people to be closer to destinations. Where should transportation improvements be focused? Choose all that apply.



Survey respondents preferred to concentrate new growth in major activity centers (73%) and along major roads and corridors (73%).

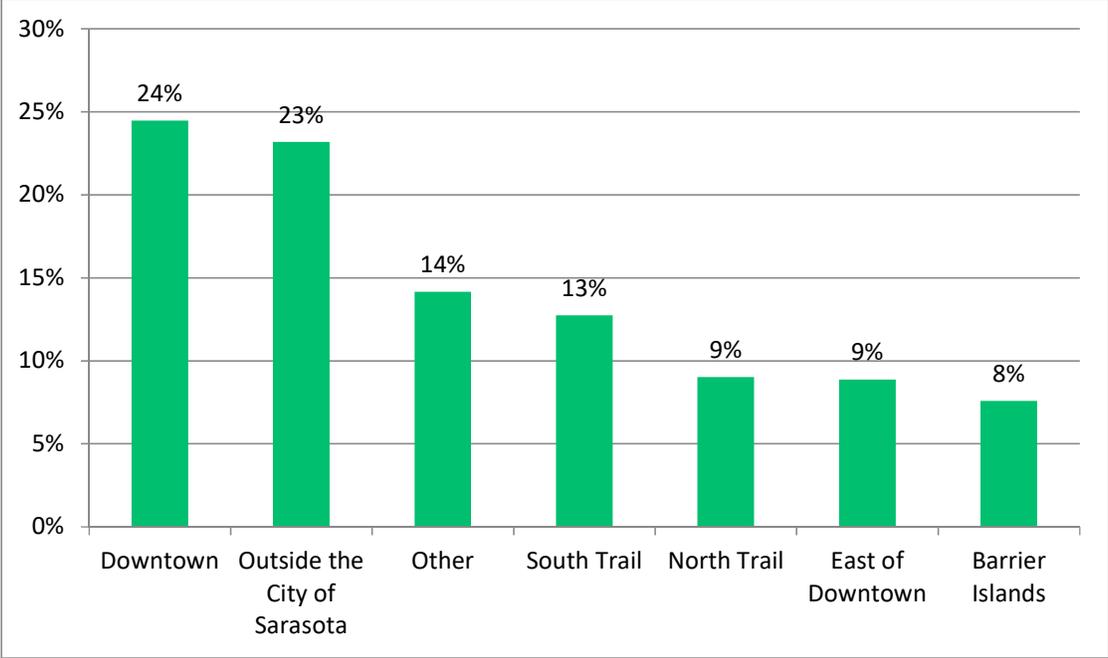
Question 13: How should Sarasota's major streets move people? Major streets are those that allow you to travel beyond the edge of your neighborhood. When you get to the edge of your neighborhood, how do you want to travel to destinations? Do you want options? If so, what options do you want? Most streets have limited space. We want to know how to arrange the limited space allocated for different travel options along major streets in Sarasota.



When presented with streets that allocate space for travel modes differently, people overwhelmingly preferred an option that reduces space for travel lanes to accommodate dedicated space for transit, walking, and biking. The votes were responding to the following street configurations:

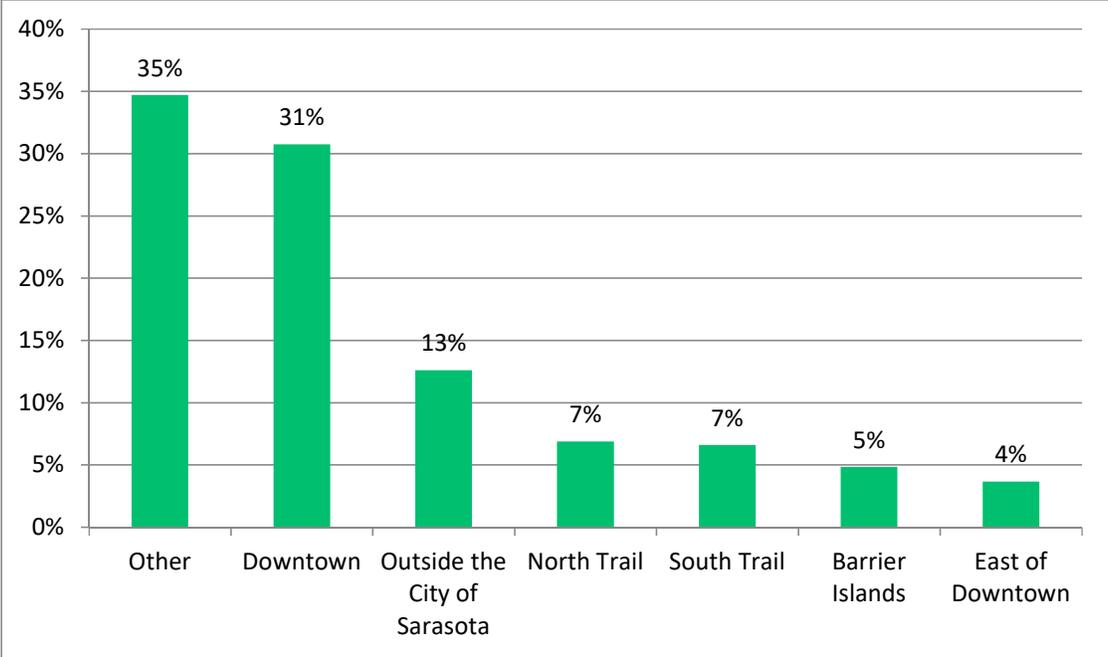


Question 14: Which general area do you live?



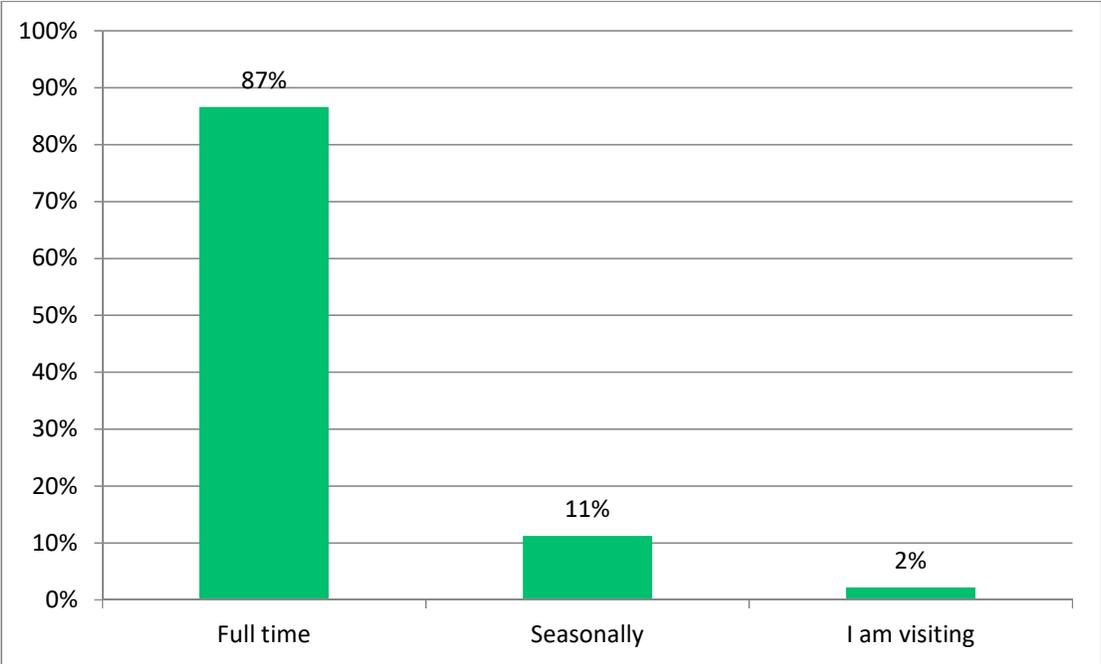
Survey respondents were distributed somewhat evenly throughout the Sarasota area, with higher response rates in downtown and outside of the city limits.

Question 15: Which general area do you work?



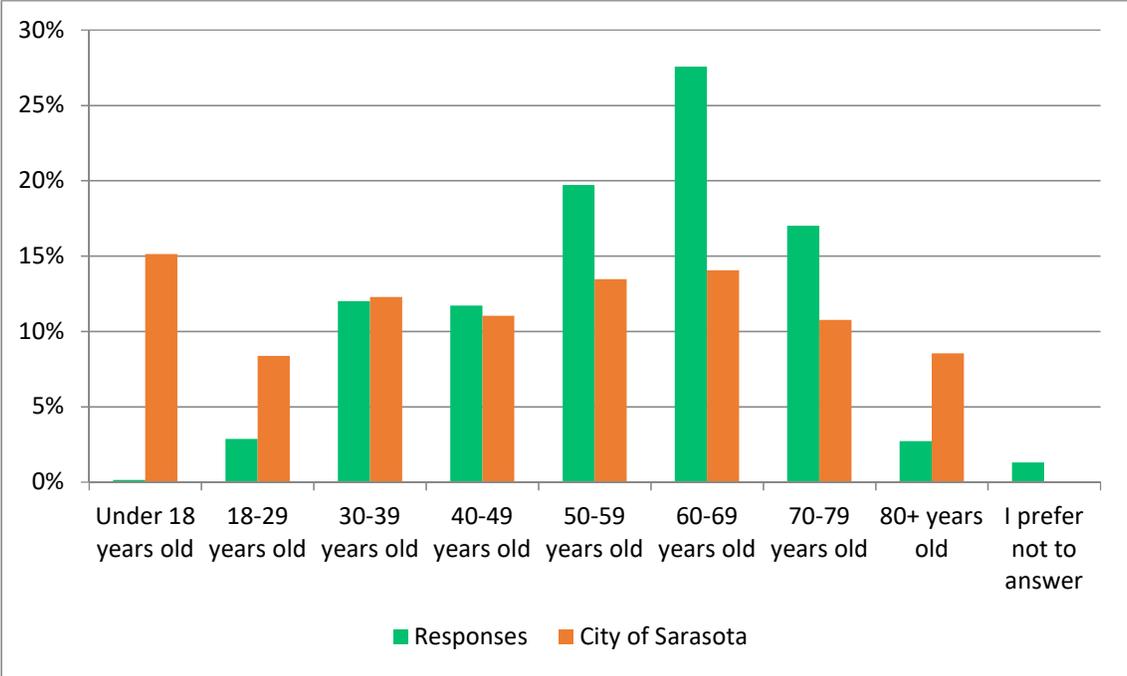
Of the 35% of respondents who selected "Other" for their work location, the vast majority indicated that they do not work or are retired. The second-most common work location was downtown, at 31%.

Question 16: I live in Sarasota...



The vast majority of survey respondents lived in the city year-round (87%).

Question 17: What is your age?

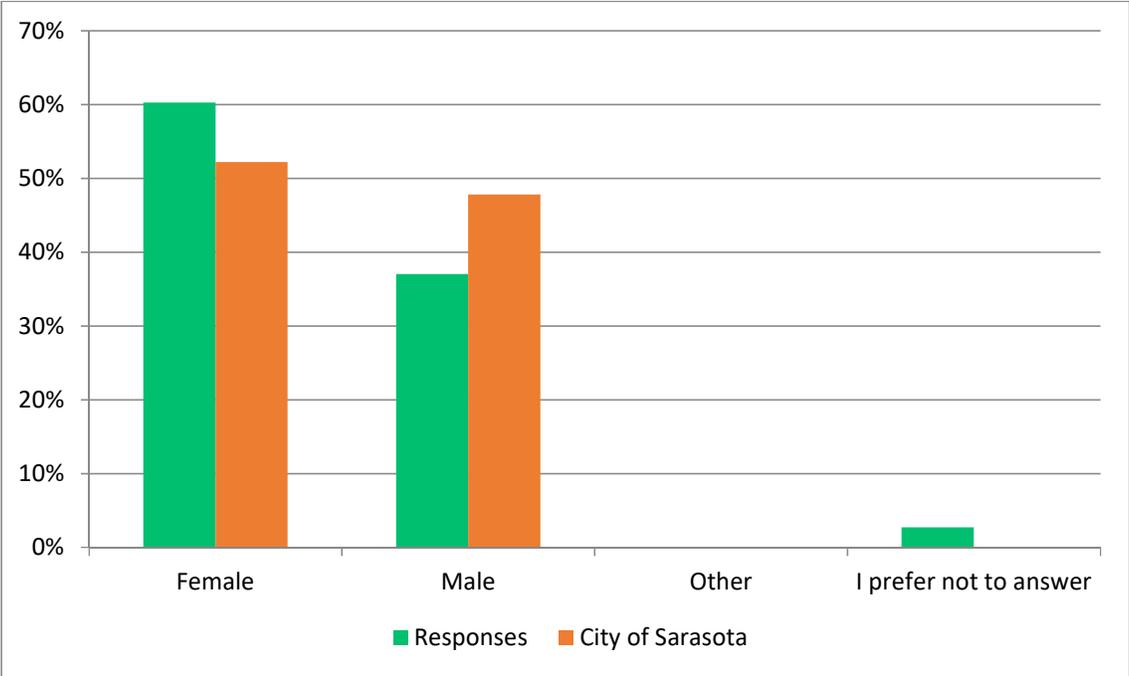


Survey respondents skewed somewhat older than the overall city demographics, with 67% over 50 years old. The median age of Sarasota residents is 47.¹

¹ ACS U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.



Question 18: What is your gender?



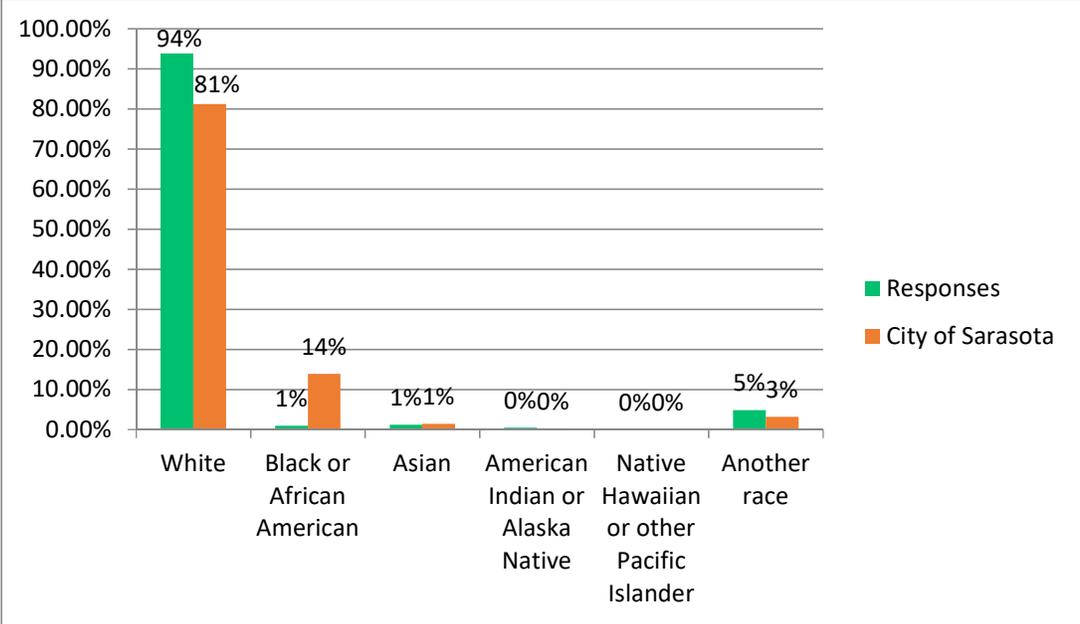
Females represented 60% of respondents. The overall city population is relatively balanced, with 51% females².

Question 19: Please leave your email address below if you'd like to receive project updates.

359 survey respondents signed up to receive project updates.

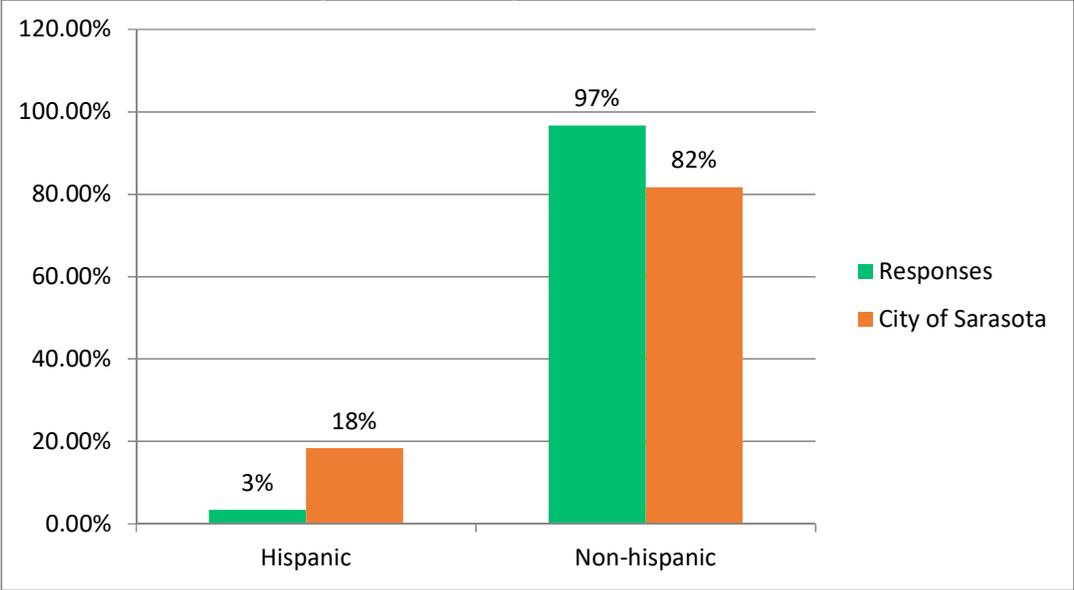
² ACS U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

Question 20: What is your race?



Respondents to the survey predominately identified as white. Additionally, a higher portion of respondents identifying as white responded to the survey compared to the share of the City’s population that is white.³

Question 21: What is your ethnicity?



Similarly, the Hispanic population was underrepresented amongst survey respondents. Nearly one in five city residents are Hispanic, but only 3% of survey respondents identify as Hispanic.

³ ACS U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

VISION, VALUES, AND PERFORMANCE MEASURES

In response to the stakeholder and community engagement, the next step in Phase One was to identify a process of how different transportation improvements could be selected and prioritized according to the community values identified during the public outreach. This process justifies which improvements should be scored and receive priority for funding and implementation in the masterplan. It was important that objective performance measures be developed and used to evaluate different transportation projects and policies, because the future transportation investments that the City of Sarasota makes should represent the values and priorities recorded from the public involvement meetings and from the survey.

Therefore, the project team used the public input responses and feedback received as a reference to develop this process. In total, the project team spent several weeks reviewing and debating the most appropriate methods to identify and score the future transportation investments and policies for Sarasota in Motion.

Based on the Phase One community engagement, the overall vision for transportation in Sarasota is:

“Sarasota is a safe and active community with diverse transportation choices. The transportation investments are the result of community values and the outcome is a more resilient, people-oriented City.”

Five primary values for *Sarasota in Motion* were identified:

- **Action** – People will see positive changes to streets in their neighborhoods and opportunities to change how they travel Citywide.
- **Active** – People are physically active as they go about their daily routine, resulting in a healthier City.
- **Diverse Transportation Choices** – People have mobility options beyond driving that are convenient, safe, attractive, and reliable.

- **Resilient** – The community has reduced its contribution to climate change and is adapting to impacts of rising temperatures and sea level rise.
- **Safe** – People feel safe and are safe wanting to walk, bike/scooter, use transit, and driving.

A desired outcome for each value was then defined. Measures to prioritize projects and program alternatives were identified and defined to help determine if a potential project will help the City achieve the desired outcome. These measures will help us prioritize projects but also evaluate their implementation and effectiveness over time.

Each value and performance measure has a unique set of verified data sources. The project team referenced state and federal guidelines for transportation performance measures in order to select the appropriate data sources. Each project will receive a score for that measure to help determine priority and feasibility among competing transportation investments.

Provided on the next page is a graphic that summarizes how the vision, values, and performance measures will be defined moving forward into phase two of Sarasota in Motion.



VISION, VALUES, AND PERFORMANCE MEASURES		
VISION	VALUES	DESIRED OUTCOMES
Sarasota is safe and active community with diverse transportation choices .	Action	People will see positive changes to streets in their neighborhoods and opportunities to change how they travel in Sarasota.
	Active	People are physically active as they go about their daily routine, resulting in a healthier City.
	Diverse Transportation Choices	People have mobility options beyond driving that are safe, convenient, attractive, and reliable.
	Resilient	The community has reduced their contribution to climate change and is adapting to impacts of rising temperatures and sea level rise.
	Safe	People feel safe and are safe wanting to walk, bike/scooter, use transit, and driving.

APPENDIX

Stakeholders from the following agencies and community organizations attended the May 3, 2019 agency stakeholder workshop:

- City of Sarasota
 - Engineering
 - Public Works
 - Sustainability
 - Parking
 - Parks & Recreation
 - Utilities
 - Van Wezel Performing Arts Hall
 - Police Department
 - Planning
 - City Manager
 - Emergency Management
- Sarasota County
 - Public Works
 - Transportation Planning
 - Stormwater
 - Parks & Natural Resources
 - Sarasota County Area Transit
- Manatee County Area Transit
- Sarasota-Manatee Metropolitan Planning Organization (MPO)
- Town of Longboat Key Planning and Engineering Departments
- Manatee County
- Sarasota County Schools
- Cross College Alliance
- The Bay
- Sarasota Memorial Hospital
- Florida Department of Transportation
- Sarasota Downtown Improvement District
- VHB, Inc. (SCAT Transit & Rails Consultant)
- Commute Connector
- Sarasota-in-Motion consultant team
 - ADEAS-Q
 - Alta Planning + Design
 - Jarrett Walker Associates



Seven (7) different stakeholder groups during the Agency Workshop developed these following scenarios based on the trends they see as potentially relevant to Sarasota:

- **Complete Streets 3.0:** The City reduces its dependency on cars and supports a more environmentally friendly transportation system. Infrastructure is designed to reduce flooding, and the City adopts policies that are effective reducing greenhouse gases and emissions.
- **Micro-transit Hub:** The City creates a centralized hub downtown that serves as a go-to location for transfer of vehicles, and for switching from one mode of transportation to another. Regional hubs outside the downtown also provide options for ridesharing services for longer trips to and from downtown. The City incentivizes use of this hub for drop off/pick up to create an intuitive system and reduce congestion downtown.
- **Planning for Peak Season:** During peak season, the transportation network can absorb the increased demand for transportation while remaining safe and uncongested. There are dedicated lanes for priority users, new funding sources, adopted vision zero policy, and a regional co-operative for the nearby cities who also experience significant seasonal population growth.
- **“You Complete Me”:** This Jerry Maguire-inspired scenario envisions a future in which people are seduced by the City. There is an abundance of Sarasota-centric public spaces that are designed to support people rather than cars, where people of all backgrounds feel comfortable and can interact with one another.
- **Equitable Transportation Solutions and Option:** The City’s most vulnerable residents and visitors can get around easily and safely. There are a variety of transportation options that are safe, accessible, networked, flexible, and affordable. The approach toward this future is incremental, with pilot projects, adaptable design, context-sensitive policies, and phased deployment.
- **Multi-Mode-All:** In this scenario, vehicle ownership is optional because other viable transportation options are available to all. Policies surrounding parking, density, building



setbacks, lot access, and streetscape are context-sensitive and make it easier for people to choose walking, biking and transit.

- **Public-Private Partnership with Mobility Service Providers:** The City partners with transportation providers and transportation-network companies to ensure that private companies do not have an adverse effect on the City. The City, working with the private sector, adopts plans and policies related to connectivity, scooters, pricing, and electric vehicle charging to introduce new tools and technologies, without taking advantage of an already stressed transportation network. Digital infrastructure is available to tie all of the private sector services together.